



PROP TORQUE

Official Newsletter of the
LAUNCESTON MODEL AERO CLUB
Inc.

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Legally blind model aircraft designer and experimenter Maynard Hill with model "Spirit of Butt's Farm" which crossed the Atlantic in August 2003, flying 1,920 nautical miles in 37 hours. It landed with 1.8 oz of fuel left in the tank.

Volume 20

NOVEMBER 2005

EDITORIAL:

As with the October issue of Prop Torque, this November issue is light on in the way of contest activity to report. However, we trust that you will find something to interest you in the magazine, nevertheless.

We have news of the forthcoming Christmas function to be held at the Clubhouse on 17December. The committee would like to invite everyone to attend and join in the fun. Remember to support the Christmas Raffle by buying tickets – they are only \$2.00 each and funds go to a very worthy cause – your club.

Continuing last month's theme of ground-breaking aeromodelling (remember the world's smallest production r/c aircraft, the "Butterfly"), on the cover is Maynard Hill with his remarkable trans-Atlantic model aircraft, "Spirit of Butt's Farm". This model flew non-stop for 37 hours guided by GPS over a distance of 1,920nm on less than 100oz of fuel (about 3 litres) in August 2003. The man is remarkable for his perseverance, and the model is remarkable for its simplicity. Hill, who was 77 at the time and is legally blind and deaf, designed the model and engineered the ingenious fuel-saving measures to allow the model to perform this remarkable feat. This sort of exploit should be an inspiration to all of us. Photo and article appeared in Mechanical Engineering Magazine, <http://www.memagazine.org>

We hope that you enjoy this issue

Gerry and Virginia de Groot.

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CAPTAIN'S REPORT

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Hello Everyone

As flyers of model aircraft, we are always at the mercy of the weather and the last month has been true to form – highly variable, with some nice days sandwiched in between some pretty rugged stuff, mostly rain. Living an hour's drive away from the field, as I do, I try to be careful when choosing the days to go flying. Sometimes it turns out OK and other times it does not. That's life.

Last Committee meeting turned out to be the longest since I've been associated with the Committee. However, we covered a lot of important ground and some of the more prominent issues are covered in items spread throughout the newsletter. So read it all or you'll miss something important!

Probably the decision with the most wide-ranging impact relates to minimum qualifications for flying solo (i.e. unsupervised). The MAAA Bronze wings is "a standard that the M.A.A.A. regards as being suitable for flying solo" (Clause 4.1.1 of Manual of Procedures 027). LMAC has decided to make it mandatory for flying members to have their Bronze wings before they can fly without the supervision of an instructor at the field. This will bring us into line most other clubs. A period of grace (ending 30 June 2006) will apply for existing members to give them an opportunity to get their Bronze wings. During the period of grace you can still fly on your own without Bronze wings, but after that time you will only be able to fly under the direct supervision of an instructor. Remember that Bronze and Gold wings apply to helicopters as well as fixed wing, so this rule applies to all pilots, not just the fixed wing flyers.

Achieving this level of proficiency is not at all difficult. Ask any of our instructors when you are next at the flying field and they will be happy to explain what is involved. Or, you can go on to the MAAA website at <http://www.maaa.asn.au/mop.html> and look at MOP027 to get an idea of what you need to be able to do. We have done this not to make it difficult for our members, but rather to continue to promote safety in our model flying operation.

For new members joining after the decision was made, it will be a condition of membership that they cannot fly unsupervised *at all* until they have achieved their Bronze wings.

I hope to see you all at the flying field.

Gerry



SECRETARY'S REPORT

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Hi Everyone

Another month has all but gone, it seems like we are on a roller coaster going down hill at an ever increasing speed; no sooner does one week start and the end seems to be getting quicker all the time. By the time this newsletter reaches you all, we may have been able to hold a contest, Pattern day (2) that is of course if the weather lets us. We do seem to be having a bad trot so as to speak but there again, the season has been unusually wet.

At our recent committee meeting contests were on the agenda and very shortly we will be looking at next year's calendar so if the membership has any particular suggestion or even a gripe please let us know so that it may be taken into account.

Some fairly notable things were decided at this meeting for the clubs benefit and safety in particular.

Helicopter Training Area. It was brought to our attention that we do not currently have an area designated for this helicopter training. Helicopters are a particular and complex type of aircraft compared with fixed wing and as such things can, and sometimes do, go astray.

So with this in mind it has been decided to make the area to the south of our strip, known as the East-West Pattern strip be a training area for Heli's. Flying will be at mutually agreed times during the day in say 15 to 20 minute slots, where all other models will remain grounded.

When a trainee Heli pilot is considered proficient and capable of handling his aircraft he can then use the main strip along with other aircraft for take off and landing only and adhere to the 30 metre rule, the same as everyone else.

This will be in put into practice immediately.

Pilots Rating. For quite some time now the MAAA pilot rating has been the standard to achieve, and LMAC have also accepted this standard, but have not enforced it. The Committee feels that it is now time that this changed, and a concerted effort made to have all our flying membership with at least a Bronze wings rating. As new members join this will be conditional of membership with LMAC. The President will outline this more in his report.

Other Items. The MAAA have advised that Dean Williams of Phantom Flyers has been appointed sub-committee Chairman for Indoors Flying; we congratulate him on his appointment.

The MAAA also advises the 2006 Nationals will be held in South Australia from the 18th to 26th April. As yet no venue has been advised.

Railex at Evandale. Some may be wondering that nothing has been mentioned regarding Railex this year, well that is because it is not being held this year as it usually is, in November. Instead, we have been advised that Railex will be held on March 18th and 19th 2006 and the venue is back at Evandale.

Unfortunately these dates clash with the planned Tasmanian Pattern Championships to be held at Symmons Plains over that weekend, as was agreed at the TMAA AGM earlier in the year.

Your committee agrees that it is prudent to keep aeromodelling before the public eye and has decided to run with it. I will be coordinating this display and so will be looking to the membership for offers of support, as in the past we have enjoyed a good response from our members and would hope for a repeat of this next March to make it a worthwhile display.

But it must also be said that we do not wish to take away from the Pattern Champs, we must surely be able to do both with a membership of over 40 members.

Club model project. We have finally agreed on a model for this and it is a Pink Raven hand-launched glider of 1200mm wing span and very simple to build.

Frequency Control:-

HMAC have advised that they are implementing stricter frequency control over their Tx Pound after a near incident recently.

Members of LMAC are reminded of their obligations with regard to the use of the TX Pound at Symmons Plains. We have rules for its use and they must be carried out. So don't take short cuts - that's when accidents happen. The Pound has to be used when 3 or more fliers are operating.

It only takes but a few moments to take out the pound from the clubhouse, it could well mean that the effort incurred was well worth it by the end of the days activities.

Well that about wraps it up for me for this month; I leave you with another little gem.

Press on... obstacles are seldom the same size tomorrow as they are today.

Happy Landings All

Geoff.

Christmas Function

The Club's Christmas Function will be held on 17 December at the Clubhouse. Everyone is invited. Cost of the Christmas Lunch (which I hear will be a fantastic affair) is **\$10 per head** (arms and legs no charge), *payable on the day*.

RSVP. To allow ample time for preparations to be made, we need to know whether you are coming. **Please confirm your attendance to Andrew or Robin McEntyre or to any committee member by no later than close-of-business on Monday, Friday 5 December.** (If you don't let us know, don't expect to be fed!)



See you at the Christmas function!

At the request of the Canteen organizers, we have included a picture of the absolutely superb Christmas Hamper, first prize in the Christmas Raffle that will be drawn at the Club Christmas function on 17 December. Tickets are only \$2.00 each for this great prize.

Flying Arrangements on President's Day / Christmas function

The Christmas function will be BYO alcohol; the club will not provide any drinks other than the usual soft drinks for sale.

This year flying will cease at a suitable time to fit in with the timing of the Lunch. Anyone consuming alcohol may not fly thereafter. However, anyone who wants to fly later in the afternoon and who has consumed no alcohol at all, may be permitted to fly, upon making a request to the Safety Officer.

Club Project

LMAC has a long history of successful club projects, remembered with fondness by the participants. Some projects have been ambitious (e.g., Laker Amphibian); there have been gliders (Spirit) and more recently, the electric flying wings. Well, the Committee thought it was about time we had another club project with an emphasis on simplicity, low cost and fun.

What to build? This was a hard question to answer due to the divergence of interests in the club. Electric or IC? ARF or built up? From the many ideas put on the table, the finalists included a small ARF electric model, a small electric 'old timer' and a glider, all radio controlled. Finally it was decided to support the glider concept because it was cheap, simple and above all, it avoided power plant issues!

Greg Robertson was invited to submit ideas for a specific model, and he came up with a very smart looking v-tailed hand-launch glider (HLG) of 1200mm wingspan for two channels. Greg will update the wing section for better performance, and the model can be easily adapted to bungee (hi-start) operation for one-model competitions. Construction will be straightforward, with a carbon tail boom used for lightness and strength. The model is called "Pink Raven" and was published some time ago in one of the overseas aeromodeling magazines.

Where to build? Members taking part in club projects in earlier times generally met at someone's workshop to build their models. All agree it was a lot of fun that way. One of the most enjoyable workshops was, of course the late Greg Waddle's place, which not only had all the equipment, but also the right sort of atmosphere. For future projects, LMAC members will probably choose to build on their own, operating from home.

Where to from here? First, we need a '*show of hands*' of who would like to take part. There is no use in setting up a club project if no one wants to commit to building the model. If it is successful with enough people wanting to take part, there will no doubt be opportunities to save some money by bulk buying materials (radio gear, carbon boom, covering etc)

The opportunities are there for people with no previous model glider experience to experience the challenge of keeping a model aloft without a motor. We can use the club's bungee (hi-start) to get good launches into thermals. The model would be able to be flown in slope lift on less windy days.

So, how about it? Are you in?

Please let any of the committee know before the Christmas function if you intend to join in. Even if you don't want to take part, still let us know, with your reasons, to help with future decision making.



CONTEST DIRECTOR'S REPORT

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Hello Everyone

There is very little to report on this month as the weather has cancelled some events. However, coming up is the President's Day / Christmas party on 17 December. This is a day where everyone can join in the fun and games. I would think Gerry has arranged a number of fun fly events to suit all types of models including the lolly and bomb drop, and more. I'm sure we are all looking forward to a great day with a number of fun events –let's hope for some fine weather. These fun fly events are something we are looking at reintroducing. These were great fun days for all members; over the last couple of years we may have lost sight of how much fun these events were.

The Pattern event went ahead with only three flyers, and the three of us rotating in the judge's chair but we enjoyed the day. One item of importance if anyone finds a muffler in the lupin paddock it will be mine as I have now lost 4 (yes, I said four) mufflers in that paddock. If you hear any crunching sounds when the baler is in the paddock you know nothing, OK?

Advanced	Rnd	Rnd 2	Rnd 3	Rnd 4	Total	Place
Stephen Reece	510	506	441	490	1947	1st
Kevin Hay	376	445	387	464	1672	2nd
Andrew McEntyre	247	305	202	DNF	754	3rd

Results Pattern Comp 19/11/05

I would like to take this opportunity to thank everyone that donated items for the Christmas Raffle. Let's also not forget the ladies that put this wonderful basket of goodies together. Once again, thanks very much to all concerned. I have asked Gerry to include a photo of the Hamper in the magazine (*done, Ed.*) and tickets are on sale now @ \$2 each. Tickets will also be on sale at the Christmas function on 17 December at the clubhouse.

Happy Flying

Andrew

Snippets From the Past by "Sleuth"

Over the years this club has participated in many exciting and interesting events, and this month I would like to take you back to the Bicentennial year of 1988, a truly exciting year for ERCAC, (*as we were then known*).

It started back in 1987 when the then president of ERCAC, Kevin Swiggs, also a member of the TAC (*Tasmanian Aero Club*), was discussing with TAC members the displaying of model aircraft at the Launceston Show in 1988. The TAC was planning to mark the 60th anniversary of Bert Hinkler's visit to Tasmania in 1928, to coincide with its Diamond Jubilee year

In 1928 the TAC sponsored the visit to Tasmania, which saw Hinkler landing his Avro Avian bi-plane at the Launceston Showgrounds.

The TAC proposed to invite ERCAC to build a quarter-scale model of the Avian for this purpose. The proposal was that the TAC would supply the necessary funds to purchase materials and members of ERCAC would actually build and fly the model at the Launceston Show to mark the 60th anniversary of Hinkler's visit.

The committee of ERCAC enthusiastically embraced this proposal and planning started to collect the required details. A John Farmer in Bundaberg Queensland had already built a quarter scale model of the Avian and the plans were available.

The project coordinator was Kevin Swiggs, with experienced builder and flyer Russell Walker as building coordinator, while Max Wiggins was appointed the flying coordinator.

Russell started building the fuselage and bottom wing, Greg Robertson the top wing, Tim Sydes built the tail feathers and Nick Saward and Max Wiggins did the wheels and associated wirework. The model was covered in Polytex and genuine silver dope was used to finish the model to an excellent finish.

It was unfortunate that the completed model could not be flown as planned at the Show due to the extremely windy weather leading up to the event, but it did do circuits around the arena on the 3 days of the Show on a flat tray utility, accompanied by a good commentary from the Show announcer.

Before being handed over to the TAC, the model was successfully flown by Max and Russell. The model was on show for a number of years in the museum on the lower ground floor of the Launceston Airport Terminal building, underneath the wing of the Miss Flinders, the De Souter aircraft which was the first aircraft used on the Bass Strait island run.

When it was necessary in recent times to use this space for airport activities, the De Souter was relocated to the QV museum at Inveresk, and the Avro Avian now resides back in the clubrooms at the TAC at the airport precinct.

Historical information.

The Avro Avian G-EBOV was purchased by Bert Hinkler on the 7th April 1927 in the UK, and was air raced successfully in the Bournemouth Easter meeting on 15th to 18th April of that year.

Hinkler left Croydon on the 2nd Feb 1928 for Darwin, arriving 15 ½ days later.

After a tour of Australia that included the landing in Launceston, the aircraft was donated to the Queensland museum in Brisbane, where it is still on display.

The full size Avian had a 28ft wingspan, was powered by an 80hp Cirrus engine, its maximum take-off weight was 1,360 lbs. It had a normal cruising speed of 85 mph.

So there it was; 1988 and our club had its share in a small but significant way in the history of aviation in Australia.

Below is the finished model as was on display then, and is now currently at the Tasmanian Aero Club rooms.



News from other clubs

(This is an occasional column for news from other clubs - Secretaries of Tasmanian clubs please note.)

In the last issue we published a note from the Secretary of the Sailplane and Electric Aeromodellers of Tasmania (SEAT) which referred to the **Stanley Thermal Glider Weekend** to be held on December 2nd, 3rd and 4th. This was incorrect as the event is actually called the **Stanley Slope Soaring Weekend**.

Apparently SEAT will only be flying thermal gliders if there is no wind at Stanley.
(*fat chance. – Ed*)

Classified Advertisement

Greg Robertson has for sale some brand new standard size JR servos, type NES 577.

Specification:

Weight – 44gm

Torque – 3.3kg.cm

Speed – 0.23s for 60 degree deflection @ 4.8V

Bargain price \$20 each. Call Greg on 6343 1753

Coming Events



LMAC Contest Calendar 2005 - 2006 Incorporating NWA, HMA C & State Events

Date	Event	Club	Location	Time
Sat August 13 th	Free Flight & Old Timer Day (2)	LMA C	Symmons Plains	9.30am
Sat August 20 th	Pattern Day (1)	LMA C	Symmons Plains	9.30am
Sat Sept 10 th	7 Cell Electric (1) Combat Wings (1)	LMA C	Symmons Plains	9.30am
Sat Sept 24 th	Scale Day (2)	LMA C	Symmons Plains	9.30am
Sat Oct 8 th	7 Cell Electric (2) Combat Wings (2)	LMA C	Symmons Plains	9.30am
Sat Oct 15 th	7 Cell Electric (Don Heads)	NWA M	Don Heads	9.30am
Sat Oct 22 nd	Open Thermal Glider (w as Nov 5 th)	LMA C	Symmons Plains	9.30am
Sat Nov 5th	Open Thermal Glider (to Oct 22nd)	LMA C	Symmons Plains	9.30am
Sat Nov 5 th	Pattern Day	NWA M	Highclere	9.30am
Sat Nov 12th	State Fly In	NWAM	Highclere	9.30am
Sat Nov 19 th	Pattern Day (2)	LMA C	Symmons Plains	9.30am
Sat Dec 17 th	President's Day & Christmas Party	LMA C	Symmons Plains	9.30am
Sat January 21 st 2006	Pattern Day (3)	LMA C	Symmons Plains	9.30am
Sat & Sun, Feb 18th & 19th	Tasmanian State 7 Cell Electric Glider Championship 2006	LMA C	Symmons Plains	9.00am
Sat/Sun March 18th&19th	Tasmanian State Pattern Championship 2006	LMA C	Symmons Plains	9.00am
Sat & Sun April 15th& 16th	Tasmanian State Scale Championship 2006	LMA C	Symmons Plains	9.00am
Sat May 20 th	7 Cell Electric Glider (4)	LMA C	Symmons Plains	9.30am
Sat June 17 th	All Models Day	LMA C	Symmons Plains	9.30am

Note LMA C Contests to be on the day specified, if the weather is not suitable then the next day Sunday. If that too is not suitable then it is cancelled and moved to the next event scheduled.

N.B. The committee may re-schedule the event for another time to be advised.

**LMAC Club Day is held on the first Saturday of each month
(HMA C first Sunday of each month)**

**"Café Symmons" Operates each Contest Day and Club Day;
Also Sausage sizzles or Sandwiches on Saturdays, weather permitting*.**

LMAC invites flyers from affiliated clubs to come along and participate

*Does not apply during winter months: June, July and August