



PROP TORQUE

Official Newsletter of the
LAUNCESTON MODEL AERO CLUB Inc.

www.lmacrc.com

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Chris Klimeck and his nicely detailed Waco Biplane.

Volume 21

OCTOBER 2006

EDITORIAL:

As advised last month, your club needs a new editor. Over the years a number of people have carried out this task and whilst most would have entered with trepidation, I believe all have left the role with a great deal of satisfaction, knowing they have made a contribution to their club. There are no special skills required to successfully carry out this role. The only prerequisite is a suitable computer with word processor software loaded. The template required to create the magazine is in place, committee contributions are monthly and there are often a number of photographs to draw on to fill in the blanks! Pretty easy actually.

The revised format ensures the workload is shared which significantly eases the burden on the editor(s). The format is –

- Editor receives contributions and compiles the magazine using word processing software.
- Editor emails/delivers file to printers and emails electronic copy to members who accept a “soft” copy in lieu of a “hard” copy.
- Secretary receives printed magazines from printer, staples and then posts “hard” copy to non email recipients.

This can be a rewarding role and an opportunity for someone to make their contribution.

It also needs to be said that should no-one come forward then without an editor the magazine will no longer exist. So come on have a go!

LMAC Office-bearers:

PRESIDENT:	Gerry De Groot	Ph: 6369 5284
VICE PRESIDENT:	Greg Robertson	Ph: 6343 1753
SECRETARY:	Geoff Hays	Ph: 6326 5682
TREASURER:	George Carnie	Ph: 6398 2141
CONTEST DIRECTOR:	Andrew McEntyre	Ph: 6384 1048
Committee:	Kevin Hay	Ph: 6330 1621
Committee:	Vacant	Ph:
Editors:	Position Vacant – applications invited	

**Launceston Model Aero Club Inc.
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CAPTAIN'S REPORT

Gerry de Groot

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Hello Everyone

Actor/writer Garrison Keilor used to have a weekly radio show about the imaginary mid-west town of Lake Wobegone called the "Prairie Home Companion" (anyone remember it?) His standard introduction was "Well, it's been a quiet week in Lake Wobegone; not a lot's been happening." This just about sums it up the past month at LMAC, from my perspective. So this month I thought I would digress from my usual pattern and offer a little in the way of philosophy. However before I do that, I want to let everyone know that Kerry Gray has resigned from the committee. We knew this was coming up as Kerry and Julie have been planning their post retirement 'sea-change' trip to the mainland for some time. I would like to express my personal thanks to Kerry for his role in club affairs while on the committee. Never one to "talk big and loud", Kerry has been a quiet but effective supporter of all that the club has undertaken and has provided a balanced and helpful perspective when we have had to address various issues. Our thanks go to Julie as well for her help as one of the regulars at Canteen. Thanks and best wishes, Kerry and Julie.

Now to other things. Looking at the internet recently, I could not help but notice that the boundaries of the hobby are really being pushed. On the one hand, we have the utter sophistication and sheer size of the multi-turbine powered models such as the C-17 transport featured in the last issue of this magazine. (Another example, a 22-foot (6.7m) span B52 bomber, also from the UK, with no less than eight jet turbines!) At the other end of the scale, there is the indoor "micro" radio controlled scene with its ever-shrinking models. A recent example featured a three function radio control model with an all-up weight of less than 0.75gm! In between these extremes, there is a dazzling array of ARFs of all shapes and sizes to suit every taste and pocket. (Yours truly - who until recently believed that if God had meant planes to fly inverted, the undercarriage should be on the same side as the cockpit - has recently succumbed and purchased an ARF; but more of that another time). However a trend seems to be emerging in this middle ground whereby the "average" model aircraft is getting bigger, needs a more powerful engine and flies faster. Frankly, this concerns me for a couple of reasons – safety and satisfaction. I think the safety issues should be obvious, but one needs to ask the question: does a larger model really offer more in the way of satisfaction and fun? This is a question each of us must ultimately answer for himself.

I am greatly encouraged by the growing interest in the “SMALL” movement (Small Model Aeroplane Lovers League) worldwide. It is a loose association of non-competitive fliers of all persuasions whose sole purpose is to rediscover the fun in flying. The only rule is that engine size cannot exceed 0.26 cubic inches or the electrical equivalent. Amongst these fliers, it seems that size does not matter and that small models offer at least as much satisfaction and fun as large ones. They are also cheaper to build and operate. It is nice to see some of our members rediscovering small planes; our own CD recently flew a new OS10-powered aileron pylon model that flew beautifully. Another member, Chris K, is not afraid to field a small model, either.

So there are my thoughts – I hope you will at least admit the possibility that bigger is not necessarily better when it comes to model aircraft; you may even want to try a small model.

I look forward to seeing you all at the flying field.

Gerry

Snapshots from the Field (Wiggins photos)

.....
Stephen Cashion – an old
..... (maybe that should read
..... “past”) member who has
..... returned after a few years
..... break.
.....



.....
New member Darren
..... Beresford – after passing
..... his Gold Wing test (the
..... smiles tell it all).
.....



SECRETARY'S REPORT

Geoff Hays

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Hi Everyone

Well here we are again, another month has rolled away and it is time to put words on paper again.

Firstly I would like to draw your attention to my new phone number, I feel that there may have been some confusion last month as to what it is, well here it is.

Home: 6326 7967 mobile 0408 559 806.

At the last committee meeting a decision was made about our annual dinner and it was agreed that seeing that it is now late in the year we would have our annual Trophy dinner and Christmas function combined. Instead of a party as such on the 16th of December as is advertised in our calendar of events.

This function will be held at the Centennial Hotel in Bathurst street on Friday 24th November, 7pm for 7-30pm. (It would be good if you would let me know early please if you can attend). It will be a counter type meal.

This will also be Kerry and Julie Gray's last appearance with us for quite a while as they leave the next day on the Spirit with their motor home for an extended trip around the big North Island and we do wish them all the best and safe travelling.

It will no doubt be mentioned in the CD's report but the November Pattern event planned for 11th has been cancelled. Mainly due to the fact that it is the V/8 touring car weekend at Symmons Plains and getting in and out of our flying field would to say the least be a very slow process. Not with standing the very real possibility of radio interference which should be avoided if at all possible.

I perhaps should mention, in case some are not aware that the canteen is currently being organised by the committee members, and any queries or comments that need addressing should be forwarded on to myself as secretary so as to be dealt with appropriately by the committee.

We welcome yet another new member Derek Beresford, Darren's brother who we welcomed last month, please make yourself known to him when at the field.

Well unlike last month when I had a lot to report I think that is now my lot, but I will leave you with this thought: *-Make certain that your decisions are based upon problems that beg for solutions – and not upon your own ego needs.*

So as always, I leave you with

(HAPPY LANDINGS ALL)

Geoff.



CONTEST DIRECTOR'S REPORT

Andrew McEntyre

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No CD report this month.

Tech Tip

What Rate do I Charge My Battery?

This is a question often asked at the flying field and the answer is not straight forward. All batteries are not made equal and it is important to ensure that if contemplating fast charging a battery that the cells are designated "rapid or fast" charge. General opinion is that most NiCd / NiMh cells on the market today are capable of charging at 1C (C meaning the rated capacity of the pack). E.g. a 1700mAh pack would be charged at 1.7A. There are also "propulsion" cells that are designed for high discharge rates and these can be charged at above 1C and in fact to get the best performance, should be charged at the maximum rate (there will be some degradation in cell life). However before charging a new pack at it's maximum charge rate it should be cycled 3-5 times at 1/10th C or for example, using the 1700mAh battery referred to above at 170mA (0.2A). At the request of some modellers here is a table that gives some basic pointers for maintenance of certain cell types. Always check the manufacturers recommended charge rates if unsure.

	Ni-Cd	Ni-Mh	Li-Ion	Li-Pol
Name	Nickel cadmium	Nickel metal hydride	Lithium Ion	Lithium Polymer
Voltage	1.2V	1.2V	3.6V	3.7V
Discharged Voltage	0.9V	0.9V	2.7V	3.0V
Max Charging Voltage	1.85V	1.85V	4.2V	4.2V
Charging Current	0.2-2C max 4C*	0.2-1C max 2C*	0.1-1C	0.1-1C
	*For propulsion cells, these cells work best when charged at maximum C			
	New packs should be formatted at 0.2-0.3C for 3-5 cycles.		It is important to ensure cells are balanced to within 0.1V before charging.	
	It is important to store these cells in a discharged state.			

Other News

NWAM

Hi Guys,

Just a reminder that NWA's Scale Fly-in is scheduled for Saturday November 4 with Sunday November 5 the spare day in case of unsuitable weather on Saturday.

Scale Day 2 is scheduled for November 18 with the next day (Sunday 19th) as the spare day and also December 2 is spare if the 18 & 19 November are a write off weather wise.

Pattern day 1 is scheduled for December 9.

Competitors are reminded to contact NWA's CD (Anthony Williams 64333211) if the weather forecast is doubtful for the scale events and Garry Anderson 64246353 for the pattern event.

Best Regards,
Garry Anderson
NWA Secretary.

SEAT

DO NOT use our usual Flying Field at "Dunedin" Property St Leonards as they are LOCKING IT UP FOR HAY.

We are very welcome to use the field further up the road on the Left hand side that we have been using during the Lambing Season.

SO PLEASE DO NOT USE OUR USUAL FIELD UNTIL WE ARE ADVISED WE MAY DO SO.

Regards,
Mary Bainbridge

(These notices are provided as a courtesy to LMAC members who may visit other clubs within the State).

Photo Corner

Club Day – October 7.



Peter Kidson & Tony Berg were two of the helicopter pilots to brave the windy conditions on Club Day.

Chris Klimeck's Gee Bee profile was the only fixed wing model to brave the elements on Club Day.



Peter Kidson's Raptor 90 in flight.

Positions Vacant!

LMAC Needs A New Editor for Prop Torque!

The present editors, Gerry and Virginia de Groot, are unable to continue producing Prop Torque and the club urgently requires a new editor (or editors).

Duties include the preparation of the newsletter each month so it can be delivered to the membership before the end of the month.

Although the editors have been responsible for stapling, folding and posting newsletters up to now, this is about to change. From now on the Secretary will be taking over these duties, which means the editor(s) only need to produce the newsletter and arrange for printing. At that point the Secretary will take over.

Qualifications for the position include a keen interest in the club's life and activities. A computer is necessary, with access to the Internet. Basic software for word processing and editing photos is required. The present editors use Microsoft Word to produce the newsletter document and ACDSee 6.0 for manipulating photos.

Once you get into it, the job of newsletter editor is a very rewarding one and you will have the satisfaction of doing a job that is one of the club's core activities.

So how about it? Have a go!

Let any member of the Committee know that you are prepared to take it on. We will help you all we can.

LMAC is an equal opportunity employer and a smoke-free workplace!

Combined Christmas & Annual Dinner

***Where:* Centennial Hotel, cnr Bathurst and Balfour Sts Launceston.**

***When:* Friday, November 24, 2006.**

***Time:* 7pm for 7:30pm**

***Menu:* à la carte**

***RSVP:* Geoff Hays ph. 6326 5682 or 0408 559 806 – Necessary to book adequate seating.**

Come along and enjoy a good night!



Congratulations to the following recipients of their Wings - Stephen Reece (Bronze Helicopter) and Tony Berg (Gold Helicopter)



LMAC Contest Calendar 2006 - 2007

Date	Event	Club	Location	Time
Sat 11 Nov	Pattern Day 1 CANCELLED	LMAC	Symmons Plains	9.30am
Fri 24 Nov	Christmas/Annual Dinner		Centennial Hotel	7/7:30pm
Sat 20 Jan	Pattern Day 2	LMAC	Symmons Plains	9.30am
Sat 17Feb	7 Cell Electric Glider 2	LMAC	Symmons Plains	9.30am
Sat 24 Mar	Event TBA	LMAC	Symmons Plains	9.30am
Sat 21 April	Scale Day 2	LMAC	Symmons Plains	9.30am
Sat 19 May	Event TBA	LMAC	Symmons Plains	9.30am
Sat 23 June	Fun Fly Event	LMAC	Symmons Plains	9.30am

Note LMAC 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
 (HMAC first Sunday of each month)

“Café Symmons” Sausage Sizzle Operates each Contest Day and Club Day
 *Does not apply during winter months: June, July and August

LMAC invites flyers from affiliated clubs to come along and participate

COMING EVENTS for your Diary!

Sat 4 November	Club Day	Symmons Plains
Fri 24 November	Christmas/Annual Dinner	Centennial Hotel 7-7:30pm