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# PROP TORQUE



## KEVIN HAY'S CHRISTIAN EAGLE

Official Newsletter of the...  
LAUNCESTON MODEL AERO CLUB Inc.  
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# FEBRUARY 2005





# CAPTAIN'S REPORT

## FEBRUARY 05

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Hello everyone

Welcome to the first Newsletter for 2005, which is shaping up into a busy and exciting year. I didn't get a lot of flying in over the Christmas break, partly due to family commitments and partly due to weather. However, I am looking forward to the weather bogeyman taking a rest and letting us get back to some of those lovely summer flying days.

The Committee has met twice already this year, the first was a special meeting to review proposed changes to the Constitution and the second was the first of the regular monthly meetings. The Committee will, for the time being, meet on weeknights at the Robertson's'. However, the meetings are still "open" and club members are welcome to attend if they wish to do so.

One of my roles in the committee is to oversee the operation of the Canteen, which seems to be running well at the moment. However, if anyone has any comments about the Canteen either positive or negative, please let me know - as long as they are constructive.

The MAAA is looking for support to start a national Aeromodelling magazine and for which your Committee has indicated support, subject to certain conditions, such as ensuring that the cost to affiliates is not excessive. If done properly, this venture could raise the profile of our hobby, especially as it is likely that the magazine would be on sale to the general public. We will keep you informed of progress on this one.

If you look elsewhere in the Newsletter, you will see another safety item, regarding the use of the transmitter pound. The pound is a good safety measure if it is used properly, but it is not foolproof. Setting aside the light-hearted jokes about the "pie-cart", there is a need for vigilance when using the pound, and I encourage everyone to use it correctly.

I will leave you with a thought borrowed from the foreword to the Zaic Yearbook for 1938. This what a certain John How had to say about Aeromodelling:  
" Nothing in our age, I have observed, is a better hobby than building and flying model airplanes. It is dignifying and inspiring to young and old, and above all - it is educational."  
(To that I would add "it is also fun".)

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

Gerry





# SECRETARY'S REPORT

## FEBRUARY 05

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Hi Everyone,

Well here we are again a new year has begun, and is well under way with almost two months down already. Autumn is almost here or has it already begun, then we streak along into winter (*free flight power scrambles and the like*) “wow” the year is nearly gone already, But hey let's take time to enjoy the rest before it has all gone.

Whilst thinking of time flying by, I was reminiscing recently just where as a club we have come from over the recent few years, so I did a bit of research to refresh my senior mind a little and get it right. “The Evandale Radio Control aircraft Club” as we were known as, up until early in 1984, and it was on the 24<sup>th</sup> July of that year that we became Incorporated and the word Model had to appear. The club having lost it's site on the Nile road near the gun club some years before had moved to a site on the property called “Logan” this was situated on the Logan road which runs East from the township of Evandale. Unfortunately we had to move from that site as well and after seeking out potential sites we were able to be granted use of what has become our present site at Symmons Plains, and the move to this site happened on the 14<sup>th</sup> November 1987 18 years ago. Then at a special meeting of members called for on the 25<sup>th</sup> September 1992 two very important decisions were made, which changed the club dramatically from what we were at the time. One of these decisions was to change our name to the “Launceston Model Aero Club Incorporated” and the other was to start the process of building our clubhouse at Symmons Plains. With the permission and help of the Youl Family, and we continue to thank them as we use this wonderful site for the pursuit of our hobby/sport at this present time. Both of these motions that were put to the meeting were unanimously agreed upon, and both were implemented as soon as could be arranged. The clubhouse was financed and built by the members and was opened on Sunday 12<sup>th</sup> December 1993 by the Hon Frank Madill MHA Minister for police at the time. The opening coincided with the first Pattern Aerobatics Championships held in the State for many years and a contingent of Victorians were present to compete, and that added to the atmosphere as we shared in a great occasion. So I suppose that as a Club we have moved forward quite a bit over the years and we are still doing it with a membership of 44, which includes Senior, Junior, Associate and social members.

Speaking of membership we extend a warm welcome to two new members. They being Peter Steer who joins us as a full member and Stephen Reece who joins us as an Associate member from NWA as he has relocated to live and work in Launceston, do make them welcome as you meet them on the field.

Our Christmas function that was held at the clubhouse in December was a great occasion. Great food and drinks (*Thanks Ladies*) the day weather wise was perfect with some enjoyable flying in the morning, lunch and then the lolly bombers did a few strafing runs to unload their merchandise to eager runners who went out after the run to collect.



The raffle that was held in conjunction with this event and drawn on the day was won by Richard Cooper (*who I might add is no stranger to taking out the prize at LMAC raffles*). 2<sup>nd</sup> place went to Tim Sydes with Clarrie Murray taking out 3<sup>rd</sup> congratulations to all 3 winners. A big vote of thanks must go to Kerry Gray who set up the raffle and prizes for same, thanks Kerry.

The Committee meetings from now on will be held mid week and not on the 2<sup>nd</sup> Sat of each month at the clubhouse as has been the custom over the latter part of last year. Your Committee felt that having them at the clubhouse tended not to be as successful as was previously thought that they might be, so we have reverted back to what we were before. Committee meetings are closed meetings but the membership is encouraged to talk to a committee member of any concern that they may have so that the committee ASAP could discuss it. A decision made at the last meeting of Committee saw a new directive on the field and this will be included in our club rules. With the Club becoming more safety conscious it has been decided that pilots performing a maiden flight with a new Model will be given a window of opportunity to have the exclusive use of the field to fly. In case all does not go as planned and this could perhaps prevent an incident occurring.

We would feel sure that the membership would agree with this directive and we ask that when this does happen that pilots at the time give freedom to the pilot wishing to make a maiden flight.

The 58<sup>th</sup> MAAA nationals are coming up in July 8<sup>th</sup> to 14<sup>th</sup> and are to be held at Richmond NSW. If any of our membership is interested I have placed on the Clubhouse notice board some information and entry form, please contact me if you require any further info.

We have had a notification of a serious accident on the mainland involving a person wandering out onto the flying area without notifying the intention to do so, and was struck in the forehead by a 2 metre balsa glider on a landing approach. The accident resulted in seven stitches in the victim's forehead and could have been much worse or even fatal. There is in this report the need for all to be very conscious of what is happening at all times and in our rules it is necessary for any one going on to the strip to call out their intention to do this. It is pleasing that to note that this is happening at Symmons Plains, but the need to be vigilante on matters of safety is always present, Remember we don't have to look for accidents we only have to be careless and they will find us.

The Championships time are drawing near, and by the time that you are reading this the 7 Cell Electric Champs will have been run and won. The pattern Champs are coming up next month 19<sup>th</sup>&20<sup>th</sup> March and looks like it will be a full on weekend, the CD will most probably have more details in his report on these events.

In closing we have had a report of a world height record for a model aeroplane, this was an electric model in F 5 S category and was made by Giorgio and Simone Azzalin at Ponte Vedra beach in Florida USA on 2<sup>nd</sup> of October 2004. The height attained was 3418 metres (*not something that you could see from the ground*). A Raymond Cooper made the previous record in Australia in November 2003 and he gained the height of 2573 metres, pretty impressive stuff for an Electric Model.

Well that wraps it up for me for another month so as always - Happy Landings All  
Geoff.





# CONTEST DIRECTORS REPORT FEBRAURY 05

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## Hello Everyone

Welcome back to the New Year, I hope all enjoyed the festive season with some nice warm weather and great flying days over the holiday period. We have a number of major competitions coming up this year and the first is the State 7 Cell Electric Championship being held on Saturday February 19<sup>th</sup> at 9am. The event should be run and won by the time this report goes to print but if the weather is not suitable it will be rescheduled for the next weekend.

For the first time in many years our club is holding the State Pattern Championship this year to be held on Saturday and Sunday March 19<sup>th</sup> & 20<sup>th</sup> at 9.30am both days. I'm looking for good weather on this weekend as the States best Pattern Flyers and some from the mainland will be competing for 2005 State champions in each diversion. There has already been a lot of groundwork done towards holding this Championship and there is a lot more to do so let's hope the weather is good. There is a dinner on Saturday night at the Commercial Hotel 27 George Street Launceston at 6.45pm. Three course meal at a cost of \$26.00 per head bookings are essential everyone welcome please let me know if your coming by the 16<sup>th</sup> March. I have already received some entries for the Pattern Championship I need your entry as early as possible so please get them in by e-mail or phone.

I have included in my report a copy of the NWAM Contest calendar for 2005 one important change to note is the State Scale day to be held at Phoenix on April 9<sup>th</sup> is being held at NWAM Highclere not Phoenix as listed on the calendar. Also the State Pattern is listed for one day only but in fact it is Saturday and Sunday 19<sup>th</sup> & 20<sup>th</sup> March.

As it was discussed at our committee meeting last Monday there is still a number of Flyers at the club from time to time not using the Transmitter Pound. The Transmitter Pound is used at all times by everyone not just on competition days. Please try and make sure that we keep our field trouble free from transmitter interference like has happened at other club fields.

Andrew CD



# "SAFETY NEWS"

The transmitter pound is an important system that is supposed to stop people from turning on their transmitters at the wrong time. The idea is for the pound and the frequency board to work as a single unit. What do we mean by this?

When your key is placed on the frequency board, your transmitter may then be switched on. However, when you remove your key from the frequency board, you must turn off your transmitter before placing it in the pound. Only then can you assume that the only transmitters turned on are those with a key on the board.

It has been observed (and not just at LMAC) that transmitters have been returned to the pound, but not switched off. This of course defeats the whole purpose of the pound.

Please make sure that you:

1. Don't turn on your transmitter without placing your key in the board first;
2. Turn off your transmitter when you remove your key and before you deposit your transmitter in the pound.

It should be remembered that the pound is mandatory for three or more Flyers (refer to our club rules if you aren't sure). The committee has reinforced its use and determined that the pound will be used at ALL competitions held at LMAC. All members can play a part by telling visiting Flyers to use the pound when they fly with us, either in competitions or in general.



**MERV CAMERON'S DIABOLO**





DATE	EVENT	CLUB	SITE	TIME
Sat Feb 19 <sup>th</sup> 05	State Championships 7 Cell Electric, 400, 600 and Open Class	LMAC	Symmons Plains	9:00AM
Sat 26 <sup>th</sup> Feb 05	Club Day at Don Heads	NWAM	Don Heads	
Sat 12 <sup>th</sup> March 05	State Fly-in Official Opening	NWAM	Highclere	9:00 AM
19 <sup>th</sup> 20 <sup>th</sup> March 05	State Pattern Championships	LMAC	Symmons Plains	9:30AM
Sat 2 <sup>nd</sup> April 05	Pattern comp	NWAM	Highclere	9:30 AM
Sat 2 <sup>nd</sup> April 05	State Glider Comp	SEAT	St Leonards	9:30 AM
Sat 9 <sup>th</sup> April 05	State Scale Day	NWAM	Highclere	9:30 AM
Sat 16 <sup>th</sup> April 05	7 Cell Electric (4) Thermal Glider (3)	LMAC	Symmons Plains	9:00 AM
Sat 23 <sup>rd</sup> April 05	State Electric Fly-in	HMAC	Kelly Field	9:30 AM
Sat May 21 <sup>st</sup>	Pattern (4)	LMAC	Symmons Plains	9.30 AM
Sat June 18 <sup>th</sup>	All Model day (3)	LMAC	Symmons Plains	9.30 AM

**Contests to be on the day 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.  
“Café Symmons” will operate each Contest Day and Club Day (Sausage Sizzle on other Saturdays).**



# FOR SALE

I have decided to offer my Precedent T-180 high wing trainer with Magnum 52 four-stroke to a good home. The reason for the sale is to make way for other projects now on the building board.

The model is well-constructed and is finished in Saturn Hobbies white "Rhino Cover" with green painted trim. It comes complete with pilot. It is in pristine condition and has only had about ten flights since new; it flies very well.

The original Precedent hardware (by SLEC) has been almost entirely replaced with high quality Du-Bro hardware for better reliability. In addition, the original aileron control setup using a single servo operating via plastic snakes was discarded during construction in favour of two wing-mounted servos to directly drive each aileron. A further modification was to build a complete Warren truss in the rear part of the fuselage to strengthen what some regard as a slightly weak fuselage. This is no longer the case (if it ever was). The original elevator configuration was changed during construction from solid to built-up and enlarged for better sensitivity.

The model can be purchased complete with engine, servos, receiver and battery pack for \$850; less without radio control equipment. Note that I will not separate the motor from the airframe because the cowling and engine mount were custom-fitted to take the engine (which is larger than the 40 originally specified).

I am happy to discuss the options, but genuine callers only - please don't waste my time if you are not serious about buying.

Gerry de Groot  
Telephone 6369 5284



MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.

# Newsletter

NO. 2/2005

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### Manual of Procedures

The M.A.A.A. Manual of Procedures is on the M.A.A.A. web site. It is continually updated so please check the date of issue of any document you use to make sure you have the latest version.

Please note that recently two new documents were added to the MoP, these being; Alcohol, Drugs & Illness Policy and the Disciplining of Affiliate Members Procedure. In addition several documents were updated/amended, these being;

Please check that you have the latest version of documents in the MoP.

### World Championships Teams

As a result of team trials conducted, at the time of writing, the following members have accepted places in Australian Teams to compete at the 2005 World Championships. These being;

F1 (Free Flight) La Cruz Argentina - 21 May to 28 May 2005  
F1A Phil Mitchell (NSW), Vin Morgan (Vic), Martin Williams  
F1B Terry Bond (NSW), Richard Blackam (SA) & Leigh Morgan (Vic);  
F1C Roy Summersby (NSW), Bill East (NSW) & Jon Fletcher (NSW)

F3A (Aerobatics) 18th to 28th August at Saint Yan, France  
Gaven Broadbent (Qld), Bill Bloodworth (Vic) & Alfred Pye (NSW)

F3D (Pylon Racing) France – Team Manager David Axon  
Ranjit Phelan (Pilot) (NSW) Kark Harrod (Caller) (Qld)  
Bary Murphy (Pilot) (Vic) Beau Murphy (Caller) (Vic)  
Frank Harrod (Pilot) (Qld) Kark Harrod (Caller) (Qld)

Attending as defending World Champions;  
Chris Callow (Pilot) Qld Kevin Callow (Caller) (Qld)

F3B (Gliding) – Lappeenranta Finland 31 July to 6 August 6 2005  
Mat Wood (SA), Greg Voak (Vic) & Michael James (Qld)

F3C (Helicopter) Zamora Spain– Team Manager David Crum (Vic)  
Garry Watson (NSW), Mick Warren (NSW) & Andrew Donaldson (Vic)

We all offer our congratulations to all those members who have reached the pinnacle of their discipline and gained selection in the Australian teams. We wish you all good luck and have a good time at the championships.

For those of you that want to keep track of the world champs the following web sites may help;

F1 - [www.argentina2005.com](http://www.argentina2005.com) F3A - [www.world-championships-f3a.com](http://www.world-championships-f3a.com)  
F3B - [www.f3b.fi](http://www.f3b.fi) F3C - <http://wc2005-f3c.helcom.es/>  
F3D - <http://france-f3dwc.site.voila.fr/index.html>



### 2006 World Championship Team Selection

I know that these seem a long way in the future, however if you are considering trying for team selection please get in contact with the relevant Special Interest Group. If you are unsure of the contact details please contact the M.A.A.A. Secretary.

All Affiliate members of the M.A.A.A. are eligible to try for team selection. You do not have to be a member of the Special Interest Group although naturally it is to everyone's benefit if you are a member. Team trials for the 2006 teams will be held during 2005 so if you are interested in trying for a place find out where and when they are to be held now. Do not leave it and find out you are too late.

Details of team trials as I receive them from the organizers. However, due to the lead times of this Newsletter, I recommend that you be proactive and get the dates from the Special Interest Groups.

**However I do have the details of one already.**

### **F3J Glider Team Trials for the 2006 World Championships.**

The F3J team trials for the 2006 World Championships will be held this year in conjunction with the annual gliding tournament at Jerildere on the 11th, 12th & 13th June (the Queen's Birthday long weekend) 2005.

Any M.A.A.A. member interested in trying for a place in the Australian F3J team should attend this trial. For further information please contact your state gliding Special Interest Group or your State Secretary.

### **Team Trials and Membership**

To be eligible to compete in team trials a person MUST be a current M.A.A.A. member. All Contest Directors MUST make sure that they see the person's M.A.A.A. card prior to the trial. It is essential that the embarrassing situation is avoided where a non member is allowed to compete at the team trial, "wins" a "place" then loses it because they was not a member.

If you want to compete in team trials it is your responsibility to ensure that you are a current member and have your M.A.A.A. card ready for inspection. If a non member some how "wins" a place, they will loose it if appealed against even if they join after the trial. You must be a member at the time of competing.

### **M.A.A.A. Badges and Decals for Sale**

The M.A.A.A. Secretary has a selection of badges and decals for sale.

M.A.A.A.

Metal Badge 25 X 25mm	\$3-00
Cloth patch 70mm diameter	\$2-00
Decal Sheet 130 X 240mm (2 large & 2 small stickers)	\$3-50
Replacement Gold Wings	\$6-00
Cloth Gold Wings	\$2-50
Replacement Bronze Wings	\$6-00

There is also a VERY limited stock of FAI cloth patch and decals. These are of the old FAI logo. The FAI has recently updated their logo.

FAI Cloth patch 80mm diameter	\$3-00
FAI Decal 100mm diameter	\$2-00

To obtain any of the above, please send a cheque or Money Order for the total amount of your order plus \$1-00 for postage to the M.A.A.A. Secretary.

Note; Due to the very limited stock of the FAI badges, please e-mail the Secretary to reserve your selection of these.



## **Member Numbers**

As we approach the end of the 2004/05 membership year the figures indicate our member numbers to be just holding. The numbers are still below our membership a couple of years ago and prior to the big increases in insurance costs. The primary strength of our Association and your club are member numbers. It enables the M.A.A.A. to get better prices for insurance, have more influence on Government Departments and policy. It enables the club to have a better cash flow and therefore able to improve the flying facilities.

Does your club and State Association have an active program to attract new members? If it does not then may be it should. I know of one club in Victoria that has a very active program that is bearing fruit. They place advertisements in the local press for people who are interested in paying to attending a full day model aviation workshop.

The workshops are held at their clubhouse and field where the attendees are given information and instruction on model building, equipment needed, simulator experience. The session culminates in hands-on flying instruction with an instructor and "buddy box".

From what I have heard they receive lots of requests from the public to attend the seminars and they have a very good membership "capture" from the program. Why not get a program going in your club. We all benefit from more members.

Another possibility is to invite past members to the club for a bar-b-q and get together. Go through your old membership lists and identify those that dropped out of the club in the last few years and send them an invitation to a "Back to the club" day. Possibly organise a few members to have trainers and "buddy boxes" available to give the past members a go at flying again. It may just stimulate the interest again and get them to join up again. It is worth a try.

See the M.A.A.A. Visitor Policy on the web site for information of insurance coverage of "non members".

Lets all try to get our membership number up. It makes our clubs and associations better and it ensures our future. Make 2005 the year to increase membership.

## **Setting of Fees for 2005/06**

The M.A.A.A. fees for the 2005/06 financial year will be set by the M.A.A.A. Council at their meeting to be held on May 28 and 29 2005. Your State Association will be advised immediately the fees are set. State Association will advise their clubs as soon as possible after this date. Club Secretaries should contact their State Secretary if they have not been advised of the fees by June 6<sup>th</sup> in order to give them time to get the fee structure out to their members in time to collect the fees prior to the start of the membership year July 1<sup>st</sup> 2005.

## **Personal Accident Insurance.**

As noted in earlier Newsletters, the Personal Accident Policy, which is part of the M.A.A.A. Insurance suite, does not apply to members over the age of 80. The M.A.A.A. has successfully negotiated with our Insurance Broker and is able to offer a refund of the cost of the Personal Accident Policy to our members who are over 80 and therefore receive no benefit from this policy.

Any member who is 80 and over as at start of a membership year (July 1<sup>st</sup>) of and would like to receive a refund of the Personal Accident Policy premium for that year, currently about \$5-50, you will need to provide documentary evidence of your date of birth to the M.A.A.A. Secretary who will arrange for the refund.

