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PROP TORQUE

ANNUAL GENERAL MEETING

LMAC

7TH AUGUST 2004,

1:30PM

Official Newsletter of the...
LAUNCESTON MODEL AERO CLUB Inc.
VOLUME 15

JULY 2004



CAPTAIN'S REPORT

JULY 04

For those of you who missed the front page, the AGM has once again changed dates. It's now on the 7th (club day) of August at the clubhouse. Please try to be there if you can. The whole AGM process won't take long so you can get back to flying and enjoying yourselves.

It seems the MAAA, (in their infinite wisdom), has at last come up with guidelines and schedules for bronze and gold wings for Gliders and Helicopters. The MAAA are quite strict in that courses in both theory and practical are run to make sure instructor have to coin a phrase, 'The right stuff'. Indeed, the schedules are quite tough, (as they should be) for both bronze and gold wings in powered aeroplanes, bearing in mind one has to be of gold wing status to be an instructor.

I have often wondered why it's taken so long for the MAAA to recognised both gliders and helicopters ought to have bronze and gold wing levels. How they were missed out in the first place is a mystery to me, after all, gliders would have been the first thing man got to fly in any sort of controlled manner.

I would suspect those of us who gain some sort of wing status should be proud of what we achieve.

This however begs the question, if you have to have an instructor take you for your bronze or gold wings and you have to be of gold wing standard to be an instructor how does one get to be an instructor? A better way to ask this question is, which came first the gold wing flier or the instructor? This question has been done to death in another form, which is why I asked it the other way round. What are your thoughts?

As most of you would know by now I have decided not to make myself available for the position of President, (should I be nominated of course) at this forth coming AGM.

During my time as President, which spans some five years, I have worked with some great people on the committee and I would like to thank them for their time and effort in helping to achieve some of the things we did. Although some things in running a club may seem trivial they all need doing and the past and present committees have all helped me to get done what was asked of us. I am sure the next President will have similar support from the committee.

So it would seem this is my last report, ok who said hoorah? I thank you all for putting up with me and my ways. I hope you may have gained a small amount from the odd article I dared to force on you via this newsletter. Who knows, I may be back in the future, ok so booing is as bad as shouting hoorah. I'll still be flying just as much so, I'll see you at the field,,,,,Pete.....

PS. Don't forget the AGM 7th August...



SECRETARY'S REPORT

JULY 04

Secretary's Report

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Hi Everyone,

Well this is the last newsletter before the AGM, just a reminder that the AGM will be on Sat 7th August at the Clubhouse at 1.30 PM after a BBQ lunch at around 12 noon. *This is changed from the 14th previously advertised* which clashed with a planned contest on the same day.

We would urge all of our members to make the effort and come and be a part of this important meeting of our club year. As I said last month it is your club and you can have a say in what direction the club takes in it's activities and whether or not you think that your elected committee is doing what you think should be done.

Perhaps you may have some suggestions as to what can be done to make things better, or too find out why certain things are being done that you personally think need not be done. This is the forum to talk about things that interest US the members of LMAC Inc.

But remember only financial members are able to vote on any topic or motion put, or to hold office within the club.

Annual Subscriptions:- There are still a few who have yet to reply to their membership form that was sent, could I encourage you to please attend to this so that we can finalise our returns to the TMAA/MAAA. If you do not wish to continue your membership this year, or if I have not received any notification from you by the end of July it will be assumed that you do NOT, and this will be the last newsletter that you receive.

Property security: - The committee has been informed that on several occasions the clubhouse has been found to be unlocked when members have arrived at the field, this is not good at all. Some find the lock on the clubhouse door a bit tricky, but could I say that if you hold the outside knob with your left hand and turn the snib in the middle of the knob on the inside to make sure it is locked before you close the door, then you should have no trouble.

Also remember there are two doors on the clubhouse, two on the utility sheds, and one on each of the toilet's, all have locks.

New Members:- we have 3 more new members, they are Jason Berg, Robyn Anderson, and Alan Johnson, we bid them a warm welcome as they join with us as we share our sport together.

Raffle: - the club has been given a "Dragonfly" electric model, by Jack Atkins "*Thanks Jack*" it is a complete package ready to just put together and fly, the committee has decided to make use of this by running a mini raffle,.

Tickets were available from the night of our annual dinner through to the AGM when it will be drawn.

Cloth Badges: - if any one would like one of our official cloth badges to put on a hat, shirt, or coat, then I have these available, the cost is \$ 10.00ea, also clubhouse keys and frequency keys are available, cost is \$3.00 each.

The annual trophy night dinner was held as planned and it was a great night, 21 were present for a good meal and to be part of the trophy presentation.

This was followed the next day by the 1st triple header contest day for the year, which was successful but the temperature left a lot to be desired, 9 degrees top for the day with a steady light southerly all day. Our CD will fill you in on all the details no doubt in his report.

If you have not been to the field for a while then you would find things a bit different re the property. The owners have done some drainage work just at the clubhouse, and the area to the left of the road up to the clubhouse has been set up for cropping. This has in no way altered our working arrangements but please be aware of how and where you drive and park your vehicle.

Also please respect the cropping area's if you have the misfortune to land in an area that you didn't plan to land in, unfortunately it does sometimes happen does it not.

Well that about wraps it up for me for now
So as always
Happy Landings all
Geoff

MONTAGE OF PHOTOS FROM THE ANNUAL DINNER 16TH JULY, 2004





CONTEST DIRECTORS REPORT JULY 04

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Hello to everyone

Our new contest year has started with round 1 of Free Flight, Old Timer, and Scale held at the field on Saturday. There was a stiff breeze most of the day but we were able to complete all rounds the main problem through out the day was the fact it was very bl... cold to say the least. My report may seem a little short this month due to the urgency to get it to print so everyone has time to be advised the change of date for the AGM now it will be held on Saturday 7th August at club house after lunch which is club day. Here are the competition results from Saturday only two competitors turned out for the F/F and three for Old Timer and also Scale events. I think the weather had a lot to do with the number attending although a good number of spectators were at the field to watch all the fun and games. Also at the end of my report please find the requirements for Bronze and Gold Wing pilots.

Free Flight

1st	Tim Sydes	Completing 12 flights	Total Points 698
2nd	John DeGroot	Completing 9 flights	Total Points 320

Old Timer

With the Old Timer event I ran two timed 5 minutes flights and one 5 minutes untimed flight.

1st	Greg Robertson	329	329	275	933
2nd	Andrew McEntyre	280	330	276	886
3rd	Kevin Hay	306	324	240	870

Scale

With the first Scale event this year I have introduced a list of 9 manoeuvres including take off and landing. These were judged by three members and points awarded out of 10 for each manoeuvre, the score was then multiplied by a K factor being for the difficulty factor of the manoeuvre. Static scores also added to the over all points with 3 round being flown, Unfortunately Dave Jacob had some problems with his motor in his Chester Jeep and was unable to complete the 3rd round bad luck Dave. Peter Kidson flew Dave's model for him as with the motor problems from the start Dave was a little unsure if the model would be ok and we needed Dave to compete to make it a competition.

1st	Kevin Hay	Stamp	3298.5
2nd	Andrew McEntyre	Ultimate	2706.0
3rd	Dave Jacob	Chester Jeep	2190.5

A good number of members and guests attended the annual dinner held at the Riverside Tavern on Friday night. At the dinner I presented the trophy's to all winners for the last contest year we had decided to incorporate all the events won by each pilot.

PRIZE WINNERS LMAC 2003-2004 CONTEST CALENDER

Jacques Wakae	1 st 7 Cell Electric Round 1
	1 st 7 Cell Electric Round 3
Greg Robertson	2 nd 7 Cell Electric Round 1
	3 rd Old Timer Round 1
	2 nd Old Timer Round 2
	2 nd Scale Event Round 2
	1 st 7 Cell Electric Round 2
	2 nd 7 Cell Electric Round 3
Kerry Gray	3 rd 7 Cell Electric Round 1
	2 nd 7 Cell Electric Round 2
	3 rd 7 Cell Electric Round 3
Kevin Hay	2 nd Old Timer Round 1
	3 rd Scale Event Round 1
	2 nd Advanced Pattern Round 1
	3 rd Old Timer Round 2
	1 st Scale Event Round 2
	2 nd Advanced Pattern Round 3
	2 nd Advanced Pattern Round 4
	2 nd Advanced Pattern Round 5
Peter Kidson	1 st Advanced Pattern Round 1
	1 st Advanced Pattern Round 3
	1 st Advanced Pattern Round 4
	1 st Advanced Pattern Round 5
Andrew McEntyre	1 st Sportsman Pattern Round 1
	1 st Old Timer Event Round 2
	1 st Sportsman Pattern Round 3
	1 st Sportsman Pattern Round 4
	1 st Sportsman Pattern Round 5
George Carnie	1 st Old Timer Event Round 1

Please check your new contest calendar for up coming events if you don't have a calendar let me know.

Please try and make it to the AGM on Saturday 7th August.

Till next month happy flying and remember take offs are optional landing is mandatory

Andrew CD.



M.A.A.A. FLIGHT PROFICIENCY SCHEME

FLIGHT REQUIREMENTS & TEST CHECK SHEET

FIXED WING POWERED – BRONZE WINGS

The requirements specified have been determined by the M.A.A.A. and are not to be varied

Bronze Wings (Power) are awarded when a member demonstrates, in the course of one session that he/she has the competent basic skills as set out in the tasks listed below.

This is to certify that AUS

Of P/Code

Club Note address on back of form if wings to be sent to Club

Has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the M.A.A.A. Bronze Wings (Power).

M.A.A.A. Instructor's Name Signature

At the successful completion of the test this form shall be completed by the instructor and sent to the State Association. **Note; Wings will be sent to Pilot unless Club address is noted on back of this sheet.**

- 1. **DEXTERITY**
Pilot must be able to locate all the transmitter controls quickly without fumbling.
- 2. **THEORY**
Pilot must be able to name all major components of the aircraft and define functions including effect of controls and have a thorough knowledge of safety rules and regulations.
- 3. **AIRFRAME & PRE-FLIGHT CHECK**
Check engine mounting, plumbing, centre of gravity location, throttle setting, under-carriage secure, and signs of structural or covering problems that could effect flight eg. Controls neutral and control throws correct, presence of warps which could effect trim, state of battery and range check.
- 4. **TAKE OFF :**
Use gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, then making a gentle climb out with wings level until safe altitude is reached.
- 5. **TRIMMING**
Pilot to show ability to trim aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.
- 6. **PROCEDURE TURNS – One in each direction:**
The pilot's ability to perform the following steps in the procedure turn will be monitored.
a. Level flight segments should be straight and level.
b. Aircraft should pass directly over the landing area.
c. Turns should be at a constant altitude.
d. Turns should be completed in order that upwind and downwind tracks are superimposed.
- 7. **LANDING CIRCUITS :**
In both directions, as shown in the diagram in the M.A.A.A. Pilot Log Book, with all turns of 90 degrees. With high performance aircraft the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.
- 8. **APPROACH & LANDING :**
With engine assisted landings (approximately 1/4 power or suitable power setting depending on the model set-up allowing the model to descend under power) control nose attitude and therefore airspeed with elevators and use the throttle to place the aircraft where you want it to be. The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed, and as the aircraft settles towards the ground the round-out or flare is initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.
- 9. **SIMULATED DEAD STICK LANDING :**
At a safe and high position the student will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.



M.A.A.A. FLIGHT PROFICIENCY SCHEME
FLIGHT REQUIREMENTS & TEST CHECK SHEET
FIXED WING POWERED – GOLD WINGS

This Test is to be assessed by an M.A.A.A. Instructor.

The requirements specified have been determined by the M.A.A.A. and are not to be varied

Gold Wings (Power) are awarded when a member demonstrates, in the course of one session of no more than 4 consecutive flights, that he/she has the competent skills as set out in the manoeuvres listed below.

This is to certify that AUS

Of P/Code

Club Note address on back of form if wings to be sent to Club

Has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the M.A.A.A. Gold Wings (Power).

M.A.A.A. Instructor's Name Signature

At the successful completion of the test this form shall be completed by the M.A.A.A. Instructor and sent to the State Association together with the fee of \$6-00 for the processing and award of the M.A.A.A. Gold Wings (Power). Cloth Gold Wing badges are also available for \$2-50.

Note; Wings will be sent to Pilot unless the Club address in noted on back of this sheet.

This flying Proficiency Examination must be completed in not more than four flights. The flight may be undertaken over a period of two separate days. Weather conditions, i.e. wind direction and type of aircraft, i.e. Trainer, Sports or Aerobatic must be allowed for.

	Manoeuvres	Flight 1	Flight 2	Flight 3	Flight 4
1.	Pre-flight - Dexterity with equipment - Theoretical knowledge - Pre-flight checks				
2.	Start-up, taxi and positioning for take-off				
3.	Take-off				
4a	Outward Figure of Eight, left to right.				
4b	Outward Figure of Eight, right to left.				
5a	Inward Figure of Eight, left to right.				
5b	Inward Figure of Eight, right to left.				
6a	Procedure Turn, 90 ⁰ to 270 ⁰ , left to right.				
6b	Procedure Turn, 90 ⁰ to 270 ⁰ , right to left.				
7a	Immelman Turn, left to right.				
7b	Immelman Turn, right to left.				
8a	Three Inside Loops, left to right.				
8b	Three Inside Loops, right to left.				
9a	Cuban Eight, left to right.				
9b	Cuban Eight, right to left.				
10	Spin, three turns.				
11a	Inverted Flight, five seconds, left to right.				
11b	Inverted Flight, five seconds, right to left.				
12a	Three Horizontal Rolls, left to right.				
12b	Three horizontal Rolls, right to left.				
13a	Landing Circuit, left to right.				
13b	Landing Circuit, right to left.				
14	Landing, roll-out and stop.				

Coming Events



Sat Aug 7th	Annual General Meeting	LMA C	Symmons Plains	1:30PM
Sat Aug 14 th	Pattern (1)	LMAC	Symmons Plains	9.30AM
Sat Aug 21 st	7 Cell Electric (1)- Thermal Glider (1)	LMAC	Symmons Plains	9:00 AM
Sun Aug 22 nd	Glider Day	SEAT		9.30AM
Sun Sept 5 th	Glider Day	NWAM	Frogmore	9.30AM
Sat Sept 18th	F/Flight / O/Timer / Scale (2)	LMAC	Symmons Plains	9:00 AM
Sun Oct 3 rd	Glider Day	NWAM	Frogmore	9.30AM
Sat Oct 16th	7 Cell Electric (2) All Models Day (1)	LMAC	Symmons Plains	9:00 AM
Sun Oct 24 th	F3B Glider	SEAT		9.30AM
Sun Oct 31Nov 1	F3B Invitation Event	SEAT		9.30AM

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).**

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