



PROP TORQUE

Official Newsletter of Launceston Model Aero Club Inc. PO Box 1204 Launceston TAS 7250

Volume 18, Issue 4

May 2009

From the President

Hello All

The year has done a full circle; it seems not so long ago since the last AGM, and now we are about to have another.

On the subject of the AGM, please make sure that you come along if you can possibly do so. It will be held on the 11th of June starting at 7.30 pm. Have a look at the Secretary's column for details of which positions will be vacated. Maybe there's one to suit you. If you think you can contribute, feel free to nominate.

This is the time of year when we should all think about the work of the Committee. Sometimes it seems to be fashionable to criticise the Committee for some error or omission. However, not one person has called me this year to complain and I don't think too many others on the committee have received any complaints, either. So the Committee's performance cannot be all that bad. But, as I have said all along, if you have a complaint, let's hear it. On a personal note, I would like to record my appreciation of all the hard work that the Committee has done in this past year.

INSIDE THIS ISSUE

- 1 From the President and Secretary
- 3 Contest Directors report and Editorial Comments
- 4 Tomboy Competition
- 5 Contact List & Coming Events
- 6 MAAA Newsletter No. 2/2009

The issue of following the rules in relation to parking while unloading (or packing up) is very important and is well covered in the Secretary's column. Remember that we use the flying facilities at Symmons Plains as guests of the landowner. The property is a full-on commercial farming operation and we must refrain from doing anything that hinders that operation.

Finally, we understand that light aircraft will be using the airstrip sometime over the period 29th - 31st of May. It is probably timely to remind all members that full-sized aircraft enjoy right of way over model aircraft. Not only that, but if any aircraft enters the immediate area while you are flying, you, as the operator of a model aircraft, are under obligation to keep right out of the way of the full sized aircraft. In some circumstances this may mean landing, at least it will mean keeping well clear of its path. An aircraft over flying the strip to check it before landing will be quite low; certainly well under our operating height limit of 1000 ft, so have a plan of action in mind. Be vigilant; expect to see full-sized aircraft at Symmons Plains at any time, and, when flying, get ready to act - they cover the ground very quickly! See you at the AGM.

.....**Gerry.**

From the Secretary's Desk

Hi all,
Well here we are in the last month of autumn on the verge of winter, and what it will bring to us aero modellers.
In the main some of the best weather for flying model aircraft comes in winter with cold frosty mornings and bright sunshine and virtually no wind.
But of course it does not happen that way all the time does it, and we just have to put up with what's dished out to us, it is then that we can

retire to the workshop for developing more of our beloved creations what ever they may be.

Many of you will be aware that our flying strip has been mutilated this autumn by the combination of Corby grubs and the dreaded crows in their endeavours to extract them from the turf.

Fortunately not our entire strip has been attacked in this way and we are still able to take off and land, albeit making our skills in these manoeuvres become more sharper.

After some recent heavy rain, which has brought the grubs to the surface so enabling the easy extraction by the crows, we now should hopefully be ok with no further damage resulting this year.

Just as soon as it becomes practical to do, the strip will be attended to and rolled.

Some time ago now we found it necessary to remind all who fly at Symmons Plains that pilots wishing to fly must unload their gear as quickly as possible and move their vehicles to the parking zones.

On Saturday 16th of May there was a great deal of traffic movement up and down the road leading south, past our immediate area that we use, large trucks carting silage. Whilst I did not see any one doing the wrong thing whilst I was there, I did have a call from the farm manager saying that there was a car or cars quite close to the road at one time during the day whilst unloading, and people just not apparently getting out of the way of these big vehicles quickly enough, causing some concern to the drivers.

It cannot be over emphasised enough that what we are asked to do comes from the property manager and owners, and must be obeyed by all of us who are allowed to use this property for our enjoyment and recreation. Failure to obey these simple requests can have ultimate and dire consequences I'm sure that all can work that out for themselves without further explanation.

The Annual General Meeting is coming closer. This will be held at the Kings Meadows Health Centre on Thursday the 11th of June starting at 7.30 PM. This is the time the membership can have their input into the things that we do as a club.

This year there will be 4 members of committee whose terms expire; Vice President Greg

Robertson—Secretary Geoff Hays— Treasurer George Carnie and Committeeman Merv Cameron.

All have indicated that they are available for re-election if required.

We have 5 Birthdays being celebrated this month they are; Craig Homan-- Dave Jacobs-- Terry Pearson--Kevin Swiggs And Jay Williams. We do wish them all a very happy birthday and all the best for the year ahead.

Club Days: As you all know these fall on the 1st Saturday of each month, there was some confusion on the decision to cancel the one that was to have been held on the 2nd May due to the forecast of unfavourable weather and strip condition.

However at our last committee meeting this was discussed and decided upon that club days would be held on the set days each month even if it was simply a get together and no flying could be done. However if the weather was extremely **wet** and **windy** then it would be cancelled and this would be put up on the club website on the **Saturday morning**.

For those who may have a considerable distance to travel and no access to the Web then a phone call to Greg, George or myself who are reasonably close and accessible or Chris in the case of a contest would be the best option. All the phone numbers are listed in each news letter under Contacts column.

Well that wraps it up for me for now, I will leave you with this thought:

The opposite of talking isn't listening; the opposite of talking is waiting.

Happy Landings all

Geoff.



"Oh, shut up!"

Contest Director's Report

Fun Fly May 16

A bit of a mixed bag as far as the weather was concerned greeted us: a few early calls as to whether it was still on or not. I was reluctant to make the decision at that early hour so decided to head out to the field just after 8am. On arrival the sky was clear and the breeze cold but bearable. After setting up I proceeded to have 3 flights before Bill, Faye, Greg and Alice arrived at around 9.30 by which time the breeze had changed from blowing down the strip to a cross wind straight off the snow capped mountains, with cloud cover and a brisk temperature drop. Alas it was too late to cancel now as our North West coast friends were already well on their way.

As the Club house filled with those who were keen to get a warming from the fire I had a few more flights despite the wind. Slowly but surely others ventured out to join me. By the time lunch time arrived the wind had abated, and the day got under way albeit a late start. Because of this we had dropped the planned events in favour of each person taking a ticket each time they flew.

Nearly all members & guests had a number of flights in the changeable conditions even Bill had 2 training flights with his model. Richard had his electric powered foamy up a couple of times, Greg with a glider & electric aerobat, Terry with his Acrosport biplane, Geoff flew his Ugly stick & wing jet & our guests flew a variety of models including a very nice OS 40 4 stroke powered Hot Drop. At around 2.30 everybody was ready to head off home so we all gathered in the club house to draw the winning tickets 4 blocks of chocolate made themselves very welcome to lucky participants.

Chris...

From the Editor's Desk

Because of various problems with my lack of knowledge of formatting and the control of text boxes, time has run out for any editorial comment this month.

Hopefully with the longsuffering help of George who knows about these things, a delightful cartoon contributed by Merv Cameron will be included together with details of a combined air/road transport vehicle found by Gerry on the web recently.

Next month I hope to discuss the use of a modified float chamber device which was being described by Chris Klimeck a couple of months ago, to Geoff, and which I remembered reading about a few years ago in one of Brian Winch's columns. After helpful emails from Brian I have finally found one of the original articles which should I think be useful to resurrect for the oily handed in the Club.

A Tom Boy contest is also announced in a notice to be reproduced below.

Richard.



“TOMBOY” RC DURATION EVENT

**Where: HMAC – Kelly Field -
Richmond**

When: Sunday 5th July 2009

Time: 1.00 pm

**All affiliated club members
welcome**

The competition is for small vintage type models such as the Vic Smeed designed “Tomboy” or the Phil Smith designed “Veron Cardinal” or similar models of the era which will be run as a one or two channel RC Duration event. The event will be very similar to the competition devised by David Boddington in the UK for the one design Vic Smeed “Tomboy” - known as Tomboy 3 competitions. Modellers familiar with the excellent Raynes Park (UK) newsletter “Sticks & Tissue” will know how popular these competitions have become. Also very popular at SAM Australia Events

BASIC RULES

- 1 / 2 Channel R/C rudder only or rudder / elevator
- The Competition is for the maximum duration of a timed RC model with limited capacity fuel tank.
- A Tomboy, Cardinal or similar model of the era, around 36” wingspan powered by a motor up to 1.00 cc capacity. Fuel capacity limited to standard Mills tank capacity of 3cc (special 3cc tanks required for other motors)
- Typical motors say Mills .75, MP Jet 0.6, Frog 80, PAW 0.5.

- Competition shall consist of a number of flights (to be determined on the day) with single best duration time the winner!
- Competitors start engines, top up with fuel and all launch models together with flights timed for duration of flight. Engine runs are approx 2 to 3 minutes with total flights dependent on pilot skill (perhaps a little luck!)
- Hand launching by the competitor or an assistant

Tomboy, Cardinal and similar plans available -
See Tony Gray or Will Deal

More Information Refer Mike Hawkins or Tony Gray



ATTENTION ALL MEMBERS

**Vice President Greg Robertson advises that
there will be a working bee on this coming
Club Day, June 6.**

**Please make an effort to be there and assist
with the general tidy up etc.**

Newsletter

NO. 02/2009

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The MAAA

In Australia model aviation is covered by the rules of Civil Aviation Safety Authority. Their priority is the interface of models to the general public and to full size aviation. They delegate the specific regulation of models to the Model Aeronautical Association of Australia (the MAAA). The MAAA is an important member of the Australian Sports Aviation Confederation (ASAC). As the Australian peak body, this represents all Air Sports to the Federal Government and other national agencies. Other members of ASAC include the national bodies for Parachuting, Gliding,

Hang Gliding, Ballooning and Aerobatics. To illustrate the standing of the MAAA in society, as an Affiliate of the FAI through the International Aeromodelling Commission (CIAM) in Geneva, it is bound by the Drugs in Sport Policy of the International Olympic Committee as accepted by the FAI. The MAAA drugs policy is subject to international review by WADA and specifically within Australia by the Federal Government Australian Sports Anti-Doping Authority, ASADA. The MAAA has over 10,000 members across the country. From these ranks members are selected for the Australian international teams that compete in 18 different World Championship classes as well as those for Asia-Oceanic and Trans Tasman regional events. Since 2001 Australia has always had at least one World Champion in either an individual or a team event and for most of this time two of them.

CIAM Education Scholarship

At the 2009 CIAM meeting the Education subcommittee was requested to recommend a selection process for the new CIAM Education Scholarship. With significant input from Australia and America, a procedure was structured. With its subsequent ratification by the Plenary meeting, this scholarship is now in place and Australia is invited to join the seven member Scholarship Selection Group which will assess applications from each member country. This invitation was accepted.

This scholarship of €2000 is to be awarded to young aeromodellers on the recommendation of the Selection Group at the March CIAM Plenary Meeting. The funds will be administered by the successful applicant's governing body to assist with their tertiary education, be it school fees or books. Full details will be available on the FAI and MAAA websites. Nominations are invited immediately and young eligible MAAA members are encouraged to apply on the approved form which will be available from the Federal Secretary. Each country is allowed to nominate one candidate per year.

Heavy Model & Gas Turbine Inspectors. MAAA Wings applications.

During the past months numerous applications for Heavy Model and Gas Turbine Inspector status have been received from individual members. Could all intending Inspectors please ensure that their applications are processed through their State Association for recommendation to MAAA.

Applications for MAAA Wings are also being sent direct to the MAAA Secretary Office despite the forms clearly indicating that they should be forwarded to the relevant State Secretary for processing. Your attention to these matters is appreciated.

2009 Rules and Council Conference

This year's Rules and Council Conference will be held in Perth WA from the evening of the 22 May to 24 May 2009. Agendas for this Conference have been finalised and distributed to all Delegates attending.

From Recent Incident Reports

The main objective of Incident Reports and Incident Investigation reports is to highlight areas and trends within our sport so that others can benefit from them in their own operation of model aircraft. While the greater majority of modellers who operate with model engines are aware of the risk when removing 'glow drivers' there remains a steady trend of injuries with this action. To complicate this, reports have been received of similar injuries when carrying out the same function from engines mounted on pods. Modellers are urged to be alert to these risks especially when removing 'glow drivers' from unconventional positions on some models.

In another incident the pilot accidentally pushed full throttle while the model was restrained. The model tipped forward in the restraint and the natural instinct was to put his hand out to stop the model from tipping, the pilot suffered injuries. As part of the 'close out' from this incident the club indicated that modifications to the restraint had been made. The MAAA Executive were very interested in this and asked for details of this modification. The modification was made to the restraint commonly seen at model clubs these days where it is placed in front of the wings especially for larger models. A rubber strap was positioned between the two restrainers which would allow the lower fuselage of the model to rest on the strap in line with the leading edge of the wings thus resisting the tendency to allow the tail to rise and trip forward if power was accidentally applied.

Hazardous Operations

Recently the MAAA Executive have been made aware of model operations which were indicated to be mindless, hazardous and likely to undo the efforts of those responsible members who seek to promote safe operation of a model aircraft. One reported operation allegedly took place on a public road and at night, following a very successful helicopter event held in the ACT. MAAA does not and cannot condone actions and operations of this nature, nor support any member associated with these actions. In addition from the information received, it is likely that at least two provisions of Part 101 were not complied with making prosecution possible.

Drugs in Sport – Get a TUE

As a result of the 2009 CIAM Plenary Meeting it is important that the following points are brought to the attention of all members who are or will form part of an Australian team.

The first major agenda item relevant to all countries was to do with drugs in sport. A representative from FAI was present and he advised the meeting that while aeromodelling was low on the radar regarding drug testing, it was still there and competitors could expect to have testing carried out during at least one World Championship event in 2009 and thereafter. FAI also indicated that they will be setting up an 'Out of Competition Testing Pool' in accordance with World Anti-Doping requirements. There were further points raised to do with Drugs in Sport however the following will have immediate impact on teams from this year.

All competitors in World Championships and OCC events from 2009 including official helpers, Team Managers and assistants where permitted, with a documented medical condition requiring the use of what may be a Prohibited Substance or a Prohibited Method must, before the event concerned, have obtained a Therapeutic Use Exemption (TUE) in accordance with FAI Anti-Doping rules. This exemption comes directly from FAI following submission of the Therapeutic Use Exemption form by the competitor. In addition, for reasons arising during or immediately before the event, a competitor taking any drug or medication, or suffering from a medical condition, illness or injury, which might either compromise safety or invalidate a licence, must inform the Contest Director in writing before competing. Failure to do this will bring about disqualification.

Full details can be found on the FAI web site at www.fai.org/antidoping/programme

The prohibited substance list is extensive, and since medications can have many different names, it is important that team members consult their doctor for assistance with the TUE form.

Therapeutic Use Exemption forms are available from the MAAA Secretary as well as the FAI web site at www.fai.org/antidoping/programme

2010 F2 World Championships Team Trials

Team trial details for the F2 World Championships to be held in Hungary 2010:

Western Australia State Championships: F2B on 9 May 2009.

Queensland State Championships: To be held the Qld Labour Day weekend, 2-4 May.

New South Wales State Championships: F2B and F2D. 6-8 June 2009. Venue to be confirmed. F2A and F2C, 3-5 October at Albury.

63rd MAAA Nationals: (VMAA) F2A, F2B, F2C, F2D, 28 Dec 2009 to 4 Jan 2010.

2010 F3J World Championship Team Trials

Team Trials for the 2010 F3J World Championship to be held in France have been approved. The League of Silent Flight will hold the selection trials at the 2009 Jerilderie Tournament (Jerilderie on 6-8 June 2009)

2009 R/C Scale Trans Tasman

Team trials for this event were held as part of the 62nd National Scale event at Cootamundra in April 2009. The Trans Tasman Scale event will be held at Monarto SA between October/November 2009.

World / Continental Championships and Trans Tasman Events Calendar

2009	
EVENT	Awarded to
F4A FF Scale	Trans Tasman - Patetonga, Sth of Auckland 4-5 April
R/C Scale	Trans Tasman – Monarto SA October/November
F1A, F1B, F1C	Croatia. Bjelopolje Dates: July 19 to July 26
F3A	Portugal Dates: August 21 – 29 2009
F3B	Czech Republic Dates: August 2 – 9 2009
F3C	USA – Muncie Dates: August 2 – 11 2009
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Awarded to
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary - July
F3J	France Dates: August 14 – 22 2010
F4C	Poland
F5B, F5D	USA
Space Models	Serbia
F3A Asia-Oceanic	Offers Invited
F3C Asia-Oceanic	China –(Tentative)
2011	
EVENT	Awarded to
F1 A,B & C	Argentina- Late April early May (dates to be confirmed)
F3A	USA – Late July early August (dates to be confirmed)
F3B	China
F3C	Italy- Dates: 18 – 28 August
F3D	Australia – Dates: 12-14 August
F3K	Sweden – Dates: 4-10 July