



PROP TORQUE

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

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From the President

Hello All

Another successful Thermal Glider competition was held on October 17. This was a wonderful day, with four rounds flown and yours truly placing a solid "last", however, we had a lot of fun. Although I have a new Spirit 100 under construction, it was not ready in time because of delays in getting carbon for wing spar reinforcement, necessitating bringing the 30 year old Wik Modell BS-1 out of retirement yet again so I could at least compete. It seems that deciding to build the Spirit may turn out to be a good decision, as this was the same model that Kevin Hay flew to first place on the day.

More than a few pilots commented on the amount of wing flexing in some of the older models, as evidenced by the ripples in the covering, as planes were sent aloft on the winch. Greg Robertson did a wonderful job of launching most, if not everyone's, planes on the day, and the flexing was not because of Greg, but because some pilots were probably a little too keen on "up" elevator during the early part of the launch, especially if the models was not designed for winching.

On another note, I'm pleased to report that the changeover from NiMH to LiPo power for my electric sport model "Electrician" has been entirely successful. With a reduction in wing loading of some 30% from the reduction in battery weight, it is now a different model. It flies more slowly and I'm even looking forward to catching some thermals with it in the summer. For those interested, a few things to be kept in mind if changing a power source as I did.

First, in my case the weight saved was entirely due to the different battery, which 574g the 8-cell 3800mAh NiMH dropping to 210g for the 2250mAh 3S LiPo. Whereas the heavier battery sat close to the centre of gravity, the new battery is now right up in the nose of the model to get it to balance. With big weight changes, don't automatically assume that the airframe can be balanced with a much lighter battery. This will be more problematical in planes with a short nose.

Second, going to three cells (two cells was not a real option) meant an increase in nominal battery voltage from 8.4V to 11.1V or 32%. Check your motor rating to see if it will cope with the higher voltage. In the case of the Electrician, the 3S LiPo has taken the motor to its limit (on voltage), with a resultant power increase that makes it climb like the proverbial home-sick angel. However, taking some care like avoiding long motor runs on full power has avoided any problems, thus far.

Third, the controller must be suitable for LiPo power. That is not to say the electrons coming out of a LiPo battery are any different to those coming out of a nickel battery; rather it should have a suitable low voltage cut-off facility. Normally (especially with nickel cells), the low voltage cut-off is there to stop the battery voltage going so low that the controller can no longer operate the receiver and servos, resulting in loss of control. The cut-off was not

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there to protect the battery as that was not really an issue with nickel cells. But LiPos are different and must not be discharged below 3V per cell (perhaps a little less is OK). So if you are changing from nickel to LiPo cells you will need to change the low voltage cut-off setting to reflect this requirement. In my case, the detection of the cell type is supposed to be automatic and required no programming on my part (don't ask me how it does that!). However they don't all do this, so check it out before you convert, else you will need to buy a new controller.



Gerry's Electrician with brushed motor and new Lipo set up as described in his reports last month and today after the test flight.

I look forward to catching up with you on the flying field.

.....Gerry.

From the Secretary's Desk

Hi all,

Well another month rolls away and here we are again, the field is now starting to become very usable again after all the run of wet weather that has been the lot of most of those who use out door paddocks, and from what I hear we are certainly not the only model aircraft club to feel the vagaries of the past winter and early spring

weather.

The soil is still quite soft as some found out at our recent thermal Glider event this month while trying to get the advantage of a spot landing by actually nose diving at the marker and burying the nose in the mud enough to keep the model nose in and tail up to the sky.

Naturally we would need to do something to our strip to prevent the same waterlogging situation happening again in the future. As the weather is now starting to warm up and the possibility of being inundated with water lessens now for some months, it was decided to hold off till maybe late March –because the placing of soil around the problem areas would only cause a dust bowl, where we do not want it during summer. We will then contact the property owner as to what we should do in this matter.

As the end of the year is now approaching it is time to think about our annual end of year functions. Firstly the Dinner function will be held again at the Centennial Hotel in Bathurst street on Friday November 20th Time – 7 for 7.30 PM.

Please let me know of numbers coming at least **NO** Later than Monday **16th** November.

Then the second function will be at the field on Saturday 19th of December in the form of a family BBQ and fun fly which hopefully will incorporate an event for a short while for the growing number of TOMBOYS that are becoming very popular.

Members of other clubs are encouraged to come and would be most welcome to this event.

Because it could be well patronised, it would be appreciated to know at least a week in advance, the numbers coming, for catering purposes by informing me or any

of the other committee members.

Birthdays this month are: - Ian Campbell, Royce Close, Graeme Jones, and Andrew McEntyre. We do wish them all a very happy birthday on their special day and a great year ahead.

Well that's wraps it up for me for now but I leave you with this thought;

(The person who wishes to succeed does not know the word impossible.)

So as always
Happy landings all

Geoff.

Contest Director's Report

Competitors



Saturday, October 17 saw the third competition of the year and it was our usually popular Thermal Glider event. This time was no exception with eight entrants and many onlookers and helpers.

Initial advice was that the competitors would be, Greg R, Dave J, Richard C, and George C. However Dave J brought along 2 models. One an "own design" and the other an "Algebra". He then spotted Terry P without a model (Terry always likes to participate through helping) Dave quickly offered the "Algebra" to Terry. Terry jumped at the chance! That brought the numbers to five. Then Gerry de Groot turned up and next Kevin Hay. Earlier in the week I spoke

to Kevin H about entering but Kevin did not hold out much hope given that his model, a "Spirit 100" had lain languishing in his roof space at home for many years. However, on Friday evening, the day before the event, Kevin decided to climb into his roof space and have a look at the Spirit. Apart from some dust all seemed well so he brought the model down only to find mice had decided to chew on the servo leads - It didn't look good. Being the trooper he is, Kevin decided to see what he could do. By 12:45 am! the model was again airworthy. Numbers now totalled seven.

Competition got under way a little late commencing at 11am. I was armed with my net book and the spreadsheet I had written to automate the scoring and results calculations using "normalized" scores as per MAAA rules. After a pilot briefing it was decided to run a 6 minute timed event (rather than the normal 10 minute). We would also drop the "working time" limitations. After all we are all participating for the fun and there are no "sheep stations" as prizes - come to think of it there were NO prizes! This laid back, informal running of the event is what attracts the participants. Too many rules seem to frighten off competitors and this is detrimental to the hobby if we are to encourage participation in these disciplines.

On to the competition: the winches were set up, gliders and pilots at the ready and the weather was just PERFECT! A slight nor westerly breeze and plenty of sun gave rise (pardon the pun) to plenty of thermals. First round and the winner was Kevin H. I think Kevin was more surprised than anyone! The second round was won by Greg R. Time for a lunch break.

After Kerry had cooked the barbecue, which this time included some well received fried "free range" eggs, courtesy of Kerry's chickens, we were entertained by a talk on F3B/F3F gliders from Steven Boag of **SEAT**.

Stephen brought along 3 gliders, a "Pike Perfect", ex David Hobby (F3J World Champion 2005 and 2006). A "Pike Superior" and "The Machine" which is an own design by Steven and Bruce Nye. After the explanation of the various glider disciplines, Steven gave a demo of the

"Pike Perfect" which, despite its weight of a bit under 2kg, seemed to sniff out any thermal that was about. Thanks again Steven.



Steve Boag's Pike Perfect ready to land!

The third round got under way and was won by Kevin. Would the final round decide it? Well Greg won the fourth round, 459 to Kevin's 458! The result would be decided after dropping the worst round. And the winner was Kevin H! Second was Greg R, and rounding out the place getters was George C. The results were largely determined by the landing scores, which in Thermal are very generous if you get close to the mark. 100 points Landing bonus if within 1 metre of the "spot". A great day was had by all and the laid back atmosphere even had Steven Boag looking forward to dusting off one of his 2m models for a go next time. Thanks also to Andrew Mc & Kerry C for "manning" the turnaround and retrieving the chutes and to all the other helpers on the field. Full scores are below with some photographs from the day. Thanks to my wife Kerry for taking the shots while I competed.

OPEN	Entrant	ROUND				NORMALIZED				TOTALS
		1	2	3	4	1	2	3	4	
1	Kevin Hay	410	260	448	458	1000	522	1000	998	2998
2	Greg Robertson	315	498	393	459	768	1000	877	1000	2877
3	George Carnie	304	422	344	425	741	847	768	926	2541
4	Terry Pearson	173	265	355	355	422	532	792	773	2097
5	Dave Jacobs	97	443	226	298	237	890	504	649	2043
6	John de Groot	240	220	118	420	585	442	263	915	1942
7	Richard Cooper	212	185	265	350	517	371	592	763	1872
8	Gerry de Groot	169	204	94	150	412	410	210	327	1149

One of Kevin's winning landings!



Report by George Carnie in absence of Chris Klimeck..

From the Editor's Desk

News items from the web site.

As George's new web site evolves, I have permission to add some snippets that he and others contribute from time to time for those who don't have access to the "net" or who may have missed the wealth of detail present. Some images will also continue to appear from the site.

Gliding tips from my Instructor.

I was somewhat nonplussed during the recent thermal gliding competition to find that the towline refused to disconnect from the tow hook on one of the launches! Fortunately my instructor, Max Wiggins, was at hand and helped talk me out of the predicament. His advice was to continue circling downward with the centre of the circle as near as possible to the towline return pulley, so that the nose of the aircraft was not pulled downward suddenly. This advice was excellent and resulted eventually in a gentle release from the hook at an altitude of about 20 feet, ready for a smooth landing in control. Thanks Max!

I am always very grateful for all the advice one gets from the sidelines from experienced pilots: one certainly learns a great deal from these club activities and making sure one enters even the occasional competition.

Examination of the tow hook showed that it was rotating on its axis, instead of being fixed fore and aft because the nut was loosening.

This was simply fixed by tightening and a drop of cyano-acrylate glue, to act as a spring washer or "Loctite".

Towline crossing.

I noticed that there was a fair amount of towline crossing during the competition, which is usually unavoidable if there is any cross wind. During last year's State glider competition at Valley Field I noticed that line crossing can be reduced by a final pulse on the pedal of the winch after release of the glider, which brings the parachute close to the turnaround pulley and out of the way of other lines. Unfortunately I usually forget to put this into practice on most launches of course: but as usual this means lack of practice! ... "But only *perfect* practice makes perfect." As my wife's riding instructor keeps saying.

...*Richard.*

Around the Hangar, or jottings from George Carnie.

Saturday October 3

- Club Day, Saturday October 3 saw the flying field opened up again after a hiatus due to the seemingly endless rain over the last couple of months.
- Many thanks to Terry P for his work on getting the strip and pits mowed so that we could at least see the strip! Also to Greg R for the road repair.
- The writer donated a roll of rubber matting to enable members (and particularly his wheelchair) to negotiate past the "swamp" that still exists. Credit to Kerry for manhandling the rather large and weighty roll into the trailer, then unloading and rolling it out in the pits. No mean feat but she's built of tough stuff!
- Kevin H brought out his recently refurbished Extra along with his Tomboy powered by a "Boddo" Mills. The Tomboy achieved a great climb and some nice long flights. Seems the extra wingspan made all the difference.
- The "Boddo" version of the Mills is receiving mixed reports, Merv C saying his engine is nowhere near as good as the "Doonside" Mills he has. I spoke with David Owen of "Owen Engines" fame and he confirmed he had also had mixed feedback about the "Boddo", apparently a lot of running in to get them right.
- Merv C had a flight of his Duster and was seen practicing the Pattern - any chance of a comeback Merv? Maybe he's secretly getting ready for the LMAC Pattern Championships next year?
- Fred W brought out his two Greg R built Tomboys. one electric and the other diesel powered.
- Terry P flew his Extra 330, that is almost identical to Kevin's. The motor was a bit temperamental (very unusual for Terry's aircraft) but probably due to long lay off and some gunk has probably settled in the carby. The result was Terry had a dead stick downwind landing and whilst to the naked eye the landing was perfect, the long grass ripped out the undercarriage. Unlike Kevin's identical landing a few weeks ago, the undercarriage broke away cleanly and an easy repair job would result. Terry was more disappointed that he was looking forward to an enjoyable afternoon of flying, the first in a long time. Never mind the trusty "Liberty Sports" was brought out to ensure the day was not lost.
- Whilst the wind tended to be a bit gusty before lunch, it did ease somewhat later in the day. Kerry cooked the barbecue and a reasonable roll out of members enjoyed the usual fine food and the lunch time banter.
- Richard C brought out his refurbished Telemaster. Very unusual to see Richard flying an IC powered model given he seems to be all electric. The model flew well but on his last flight the length of the grass made the roll out for takeoff a little tricky and a ground loop resulted. No major damage and we'll see the Telemaster back again soon.
- The writer flew his trusty Magister. The Hyperion powered model with a 3S 3700mAh LiPo gave me a 19 minute flight with still plenty of charge left in the pack.
- The strip will get another mow this week and it won't be long before we'll get things in order.

Saturday, October 10, 2009

There was a flurry of activity on the second Saturday in October and not just because it was another fine day, something we were not used to! This again brought a few of the boys out to play. Not only us with our models but a Cessna 188 Ag Wagon. The fine weather had brought out the crop duster.

Around lunch time we were all milling around the pits when a loud engine noise could be heard and it wasn't from one of Kevin Hay's monsters. A quick scan around and a white aircraft was approaching the strip and he was quite low. Another check confirmed there were no models in the air. Was he going to land on the main airstrip, we thought? No he buzzed overhead and we concluded this was to let us know he was in the area. All models remained grounded as we watched and sure enough he could be heard coming over the southern side of the car park and pits. Didn't someone tell him that was a no fly zone? Well the flying was spectacular - low passes that were lower than some modelers were prepared to fly! Over the fence heading West he flew. He was so close to the pine trees opposite the strip that they waved wildly in his wash! A few more passes and it looked like he had finished. So I put the camera down, only to find he returned and flew directly over the pits - we could have counted the bolts on the wheels! There were some cries from the women and young Taylor Hay came running over to her dad Kevin, with the words "that scared me!"



The Ag Wagon flies low just south of the car park. Easy to mistake for a large scale model!



A closer shot of the Cessna 188 "Ag Wagon"

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Manual of Procedures

The Manual of Procedures is a “live” document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents.

The MAAA has recently released the following amended documents in the Manual of Procedures:

MAAA MOP 008 Close Fields Procedure – Amended following recent changes to MOP058 2.4GHz Policy.

MAAA MOP 028 Disciplining of Affiliate Members – This MOP forms part of the soon to be released Member Protection Policy suite of documents and required some minor upgrading. The Member Protection Policy is to replace the MAAA Code of Ethics MOP041 and is enhanced with provisions including antidiscrimination, as required by the Australian Sports Commission to comply with Australian legislation.

MAAA MOP 055 Alcohol, Drugs & Medical Condition Policy – Amended in part as per MOP028 but with additional information regarding therapeutic use of drugs in FAI competitions and the cost of providing testing facilities.

MAAA MOP 056 Safe Flying Code – An addition in the General section regarding flying near power lines.

MAAA MOP 058 2.4GHz Equipment –The addition in Appendix A of the MAAA acceptance of Multiplex M-Link equipment.

Flying Near Powerlines

Members are advised that MOP056 Safe Flying Code was recently amended to include all models flying near powerlines. During investigations with State and Territory Power Authorities into specific distances for the operations of models it became clear that these distances ranged from 100 metres to not having any policy or distance; hence the wording now in MOP056. One consistent theme did however arise from the investigation. Personnel from the Power Authorities were unanimous in the requirement that if a model should strike a power line or insulator it be reported. If damage has occurred, reporting the matter will save them a lot of time and expense should they receive warnings of power problems around the same time. It also goes without saying that if a model is caught in power lines that it be reported immediately and arrangements will be made for the correct people to retrieve the model.

MAAA Rules Book - 2009 Version

The amended Helicopter Rules as requested by the 2009 Rules Conference have now been added to the MAAA Rules Book on the MAAA web site. www.maaa.asn.au

CIAM Subcommittee Positions

Congratulations to the MAAA President, Mike Close, who has been accepted onto the CIAM Education Subcommittee selection panel. This panel comprises of seven persons from member countries and is responsible for evaluating applications for the CIAM Aeromodelling Scholarship. This annual educational scholarship of €2000.00 is available to all Juniors. Only one person a year from each country may be nominated by that country's NAC. For application forms and further information, contact the MAAA Secretary.

Congratulations to Joan McIntyre who has been accepted as a member of the CIAM F2 Working Subcommittee. Joan's tireless work in National and World F2 events is renowned, and being appointed to this position is an indication of the appreciation and esteem in which Joan is held within the World F2 community.

Secretary Election 2010

As required by MAAA Rules, MAAA Affiliated Members are advised that expressions of interest may be submitted for the position of MAAA Secretary for the three year period from June 2010. Registrations of interest should be received by 30 January 2010. An information pack and application form will be forwarded following this date.

The Secretary position (contractual three year term) is full time, with a negotiable salary of between \$50,000 and \$60,000 p.a. (which is subject to an annual review) plus superannuation and work cover.

Expressions of interest should be sent to the MAAA Secretary.

From Incident Reports

One of the benefits from receiving Incident reports is our ability to use the data received to increase awareness of problems that may arise. From September 2009, the monthly MAAA Executive meeting minutes (available from your State Secretary) will include a 'rolling yearly' table of incidents and close out actions. It is considered that this will make incidents more 'visible' to members.

One incident recently dealt with by the MAAA Executive is that of a low flying model. The model struck the ground shearing off the control horns from the ailerons and elevator and bounced back in the air in a different direction under power. It continued to fly over the top of onlookers and a car park before the pilot, with limited rudder control to steer the model clear of people and vehicles, was able to shut off the engine prior to the inevitable crash. MAAA is in no way against low flying models, however both organisers of events and individuals need to assess all the risks involved at the time of such flying and should consider how low is 'too low' under the circumstances existing at the time, including the number and nearness of anyone else, coupled with the size, speed and agility of the model. Failure can happen at any time no matter how good the pilot's abilities are.

63rd MAAA Nationals Hosted by VMAA

The 63rd Nationals are to be held in and around Albury from December 28 2009 to Wednesday 6 January 2010. Details and the program of events are available on the MAAA web site at www.maaa.asn.au as well as the VMAA web site www.vmaa.com.au. These Nationals will host Team Trials for several upcoming World Championship events so the flying promises to be exciting for competitors and spectators alike.

2010 F5B & F5D Electric World Championships

Team selection trials for the 2010 F5B & F5D Electric World Championships in the USA are scheduled to be held at the VMAA 63rd Nationals at Albury. Dates of the event are Sunday 3 and Monday 4 January 2010. For further details contact Ray Pike stingray_f5b@westnet.com.au

2010 F2 World Championships Team Trials

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

2010 F4C Scale World Championships

Team selection trials for the 2010 F4C Scale World Championships in Poland are scheduled to be held at the VMAA 63rd Nationals at Albury. Dates of the event are Thursday 31 December 2009 and Friday 1 January 2010. Entry nomination will close on 30 November 2009, and a non-refundable entry fee of \$150.00 which will be applied to team expenses will be required in addition to the Nationals entry fee for those wishing to be considered for Australian team selection. Entries, together with deposits, should be sent to the VFSAA secretary, Keith Schneider at 15 Darvall Street, Donvale, Vic, 3111.

2011 F1A, B & C World Championship Team Trials

Multiple Team Trials for this event to be hosted by Argentina in early 2011 are programmed as follows:

Proposed Events Program

63rd Nationals

F1A	Wed 30 th Dec 2009	Springhurst
F1B	Sun 3 rd Jan 2010	Springhurst
F1C	Tue 29 th Dec 2009	Springhurst

Southern Cross Cup

F1A	Tue 30 th Mar 2010	Narrandera
F1B	Mon 29 th Mar 2010	Narrandera
F1C	Tue 30 th Mar 2010	Narrandera

AFFS Championships

F1A	Sat 3 rd Apr 2010	Narrandera
F1B	Fri 2 nd Apr 2010	Narrandera

F1C Sat 3rd Apr 2010 Narrandera

Qld State Championships

F1A 29th May 2010 Dalby

F1B 30th May 2010 Dalby

F1C 14th Mar 2010 Dalby

Victorian State Championships

F1A, F1B and F1C flown over 8-9-10 May 2010

Location tentatively Springhurst

Western Australia State Championships

F1A 16th May 2010 Meckering

F1B 24th Jul 2010 Meckering

F1C 25th Jul 2010 Meckering

Additional Team Selection event for F1A classes

5th to 7th Jun 2010 Meckering

NSW State Championships.

No firm date yet but likely to be long weekend 12th, 13th and 14th of June 2010. The event is usually held on the Queen's Birthday weekend. Location will be Narrandera or Springhurst

International Events

All these events are to be F1A, F1B and F1C classes open to all flyers, sanctioned by CIAM and published on the CIAM website, flown to FAI rules and conducted within the selection period.

World / Continental Championships and Trans Tasman Events Calendar

2010	
EVENT	Awarded to
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary Dates: 23 July – 1 August
F3J	France Dates: 28 July - 8 August
F4C	Poland - Czestochowa 30 July – 8 August
F5B, F5D	USA - Muncie (dates TBA)
Space Models	Serbia - Irig 21 – 28 August
F3A Asia-Oceanic	Offers Invited –(location and dates TBA)
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

EVENTS CALENDAR

Date	Events
Nov 7 th	Club Day
Nov 21 st	Annual Dinner – Centennial Hotel
21 st	Club Pattern
Dec 5 th	Club Day
19 th	All Models Family Fun Fly and B.B.Q.
2010	
Jan 2 nd	Club Day
16 th	Club Pattern Contest - Practice
Feb 6 th	Club Day
20 th	(State) or Club Pattern Champs
Mar 6 th	Club Day- AM Gen flying -- PM Electric Glider
20 th	State Electric Glider Champs
Apr 3 rd	Club Day
17 th	Fun Fly Novelty events
May 1 st	Club Day
15 th	Proposed scale fly in
June 5 th	Club Day
19 th	To be advised--Possibly special Old Timer event

Note: Starting times: - F/Flight----- 9 AM
 Old Timer-----11 AM
 All Other events except where noted----- 10 AM

This Calendar is subject to change that will be notified as required

Club AGM will be held Thursday June 10th 2010 venue TBA

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