



PROP TORQUE

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

Volume 19, Issue 6

July 2010

From the President

Hello everyone

There is not a lot to report this month, although conditions have been pleasant enough for flying. Not a lot going on in the workshop either, apart from finishing a new Spirit 100 glider from a kit I had lying around. Looking forward to flying it in the summer.

Recently I succumbed to whim and bought an ARF, a "Toledo Special" by Hangar 9. It's a very pleasant looking model, not cheap, and has had good reviews. But since I can't make up my mind whether to go glow or electric, it will probably stay in the box for the time being.

Some of you may be wondering about an event calendar, which has not been published yet. I volunteered to draft up a calendar, but it is not yet finished. We should have one by the next newsletter.

You will probably be aware that there are moves within the MAAA to have 'aeromodelling' classified as a sport, ostensibly to improve our chances of being

able to attract funding as a sporting body. I'll leave you with a question - is what you do building and flying model planes a sport or is it a hobby? Does it matter? Is there a correct answer? Just something to ponder.....

Recently I was hit by a computer crash when my hard drive failed. I was fortunate in that I had only recently backed up quite a few files, including family photos. However, I had quite forgotten how much time it takes to re-load all the applications that I run. I consequently had to spend a rather boring two or three evenings loading software. You know the drill; "insert program disk"; "select express or custom installation"; "do you agree to the licence conditions?", etc. (Have you ever noticed that some software conveniently has the "I agree" box already ticked? However I came across one that had the "I do not agree" box already ticked. Yours truly, doing all this one handed, while holding a cup of coffee in the other hand, just pressed 'enter' and was left wondering why the installation kept aborting!)

Don't forget Club Day on August 7, when Tomboys will again take to the air. So much fun, and legal too!

Gerry

.....Gerry

From the Secretary's Desk

Hi All,

Well here we are again in the middle month of winter and the field is fairly wet, but at this stage not as wet as last year when we had to close the field for a few weeks.

But it is still very flyable and we hope it stays like that. The road in is a bit slushy and you have to be a bit careful just where you park your vehicle, as that area is more on the wet side than anywhere else.

INSIDE THIS ISSUE	
1	From the President. From the Secretary.
2	From the Editor's desk
3	Insurance Claims: letter from TMAAA Secretary.
4	Historical perspectives:1986 May and July Prop Torque
5	Park Master 3-D
7	Around the Hangar
10	Club contacts

I should like to thank all those members that have returned their renewal forms correctly completed with their subscription attached, there are still nine members that have not paid or let us know of their intentions, as requested on the subscription renewal form: it surely cannot be that hard to follow that request so that I can finish the paper work and bring the current year records up to date.

Remember that on the renewal form it was stated that after 3 weeks from the beginning of the month it would be assumed that those who have not renewed by then, or contacted us to make arrangements, would not be renewing, but still it would be nice to be informed as to what you intend.

We have not had a committee meeting in July so really I do not have any thing to report on from that quarter this month, our next meeting will be in early August.

Current member birthday this month best wishes go to Steve Baldock, hope you had a good one Steve and all the best for the year ahead.

So that about wraps it up for me for now but I leave this with you.

Choice: - You are either part of the solution or part of the problem

So as always
Happy landings all

Geoff.

From the Editor's Desk

Official MAAA Model Aircraft Safety Code.

On receiving the official MAAA membership and insurance card recently, I noticed the **Aircraft Safety Code** written for all to see above the card! It seems to me that I have just removed the card automatically and thrown away the top part of the sheet without reading it for the past 18 years or

so! As our committee members are all safety officers for the Club, I am sure that they are fully aware of the rules and will keep reminding all pilots at the strip that one should follow all the rules, and in particular act as examples to the rest of the membership by sticking rigidly to them. It is very encouraging to see new young members appearing. They are particularly impressionable as we all know, so a good example is vital in order to avoid accidents such as run away models taxiing within the pilot's enclosure (Rule number 13).

I was particularly struck by **Rule 1** under the heading of **Radio Control**, which states that "I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model." I must say that my original instructor in Perth, WA, recommended that one should do a ground range check on the first flight of the day for each model. I have found this to have been an invaluable rule. I have also noticed that many LMAC pilots do this automatically.

The most recent example of having been grateful for this rule was last month. On a range check with the aerial down, the radio range was precisely 2 metres! A second transmitter for the same model (Telemaster) had the same range. Two other models passed the range check with the first transmitter. I assumed therefore that the aircraft radio equipment was at fault, and suspected the receiver battery because it was an old NiCd pack. A newer pack was cycled and recharged during the week and was found to hold its charge, At the field an initial range check demonstrated a range of...guess what? Yes precisely 2 metres again with both JR transmitters: JR X-388S and a new JR X2720! The receiver is a new RS77S PCM synthesising 7 channel device that had been tuned to the correct frequency, because the aircraft had flown a number of times (10 flights) without a major crash since the installation.

All I could do at the field was to re-tune the receiver as a trial, assuming that the circuit had somehow drifted. Success! Full range was restored for both transmitters. I have had a couple of uneventful flights since then.

I am also relieved that the failsafe had been set to cut out the engine and set all controls to neutral.

This will be maintained in case there are repeats of this phenomenon. I spoke to our resident radio guru, Terry Pearson who said that synthesising receivers can theoretically drift because certain components of phase locked loop circuits can be affected by temperature and other factors. The receiver in question had been tuned indoors originally in summer with a room temperature of about 20 degrees C: the failure occurred at the field in winter where we have had average temperatures of about 10 degrees C. It would be interesting to see if others have experienced such potentially catastrophic problems with these devices.

To conclude therefore, I shall continue to do a ground range test for the first day's flight for all aircraft. The only time I have had a near accident after doing this was by not checking that for correct control surface movements before handing the master transmitter to one of our patient instructors for a lesson with a member who had the buddy box! I had failed to set up the controls for the master transmitter correctly leaving him with one reversed channel (sorry Greg!).

Perhaps this rule should be amended to checking ground range before the first flight of the day for each aircraft.

...Richard..

Letter from the TMAAA Secretary.

Hi Folks,

Re: Insurance claims.

Last financial year nationally the damage (and the resultant claims) to motor vehicles amounted to \$9,000.00 in round figures. The claims last year were mainly from models crashing into vehicles but there were some incidents where rocks were thrown from mowers damaging vehicles. None of the claims were in this State and I believe that is to everyone's credit here.

One claim in particular, which was the basis for Kevin's comments in the last MAAA newsletter, was disturbing as a stone was thrown 200 metres by a mower breaking the rear window of a Member's car. This was a rather costly repair as the glass was expensive and as the cost was less than the \$5,000.00 excess, the MAAA paid for the repair. The cost to repair vehicles is becoming excessive and I believe something will be done.

As the mowing season is fast approaching the TMAA Executive recommends that mowers be checked to ensure all guards and shoots are in place as per manufacturer's specifications and in sound condition. Removing or tying back the grass shoot on mower decks so the grass is thrown further places the operator and Club Executives at risk. It is also recommended that all mowing activities at Club sites are carried out in accordance with Occupational Health and Safety (OH&S) regulations for this state, as anything less exposes Club Executives to potential risk. Be aware of age requirements for mower operators; under age operators less than 18 years of age are a potential higher risk as this leaves us open to parents suing if their child is the young person operating the mower and is injured while doing so.

It is probably not common knowledge that if there is a mower accident at a Club site, the Club is assessed by our insurer in the same as a work site. There is potential for serious litigation if a Club site or mower operations are not up to standard. It is recommended that mowing is done at times when the minimum numbers of Members or vehicles are at the field as this would minimise the possibility of an incident or accident.

OH&S information can be found at WWW.WST.Tas.Gov.au I didn't find any direct references to mower operations on this site, if anyone does could the information be circulated please. Reference is made to personal protective equipment (PPE) on the site. PPE should be provided by the Club for their mower operators.

Given that there have been no claims for vehicle damage here, this would indicate that vehicle parking is being done in a responsible manner, this is to everyone's credit. Parking activities should be monitored to ensure Members park in the designated areas and loading and unloading areas are only used for that purpose. This may all seem rather onerous but we all have to be so careful.

Best Regards,

GarryAnderson
TMAA Secretary.

A Review of Club History

10 Years ago July 1986

July '86 was a busy time for the committee, committee members were busy planning a theatre night as a fund raiser. Max Wiggins, Graham White and Roy Edwards had done the spade work and President Brian Beardwood was pleased to announce that the theatre night would be a first screening of the movie "Colour Purple". It was planned to have a supper after the screening and to this end a raffle was being organised to provide funds for the raffle.

Members were also advised to exercise caution entering the field during wet periods, as the road gets soft and there is a chance of getting bogged.

Next events scheduled on the Contest Calendar were a free flight scramble and a skill fly. President Brian noted that some members were already in training as runners for the FF event.

Contest Director, Terry Pearson reported on the June skill fly which was won by Max Wiggins. Terry reported that:

The second skill fly for the year went off very well. The weather, whilst being a little on the cool side was quite sunny and calm.

The contest got under way about 1310 hrs, and we had a total of nine contestants. Only two rounds were

flown as there did not seem time to fly a third. I would like to see three rounds flown in the future, so we may have to consider starting one hour earlier during the winter months.

Only two incidents all day. One, when Steve Baldock tried to manicure his finger nails with the prop. (Might be a case for a chicken stick, Doc!), and the other when Peter Daniel lost control of his Curare due to battery failure - bad luck Peter.

I was very pleased to see flyers trying to position their manoeuvres right out in front of the judges, which is very important in gaining a high points score.

So congratulations Max for winning and to all who took part and made the day a great success.

Skill Fly Results

1st	Max Wiggins	363
2nd	Russell Walker	290
3rd	Dave Jacobs	240
4th	Kirk Barth	234
5th	Peter Daniel	225
6th	Roy Edwards	167
7th	Jack Masterman	159
8th	Nick Saward	151
9th	Steve Baldock	119

Current Championship Points

Russell Walker	16
Max Wiggins	15
Dave Jacobs	12
Peter Daniel	12

Prop Torque

8

July 1996

It is interesting to see the reference to the muddy road and getting bogged on the way in to the strip, as noted by Geoff in his comments this month!

Multiplex Park Master 3D

There is a review of this park flier in the latest Airborne Magazine, Number 232 which was interesting, particularly as I have been using it to learn various routines required for the Gold Wings certification. Fortunately it can be flown in a relatively small space (slowly) which is very helpful. I have installed a different, far cheaper than the recommended power plant which is proving to be satisfactory.

Because the paddock is not exactly bowling green standard, there tend to be fairly abrupt halts even where the cow pats and horse droppings can be avoided. This means that the undercarriage tends to fold back by compressing the foam. I have used rubber bands linked together as seen in the pictures below to overcome this, with fibre glass tape in the engine bay to stop it cutting into the foam and the same tape along the fuselage side, across the landing gear mounting system, to try and reduce movement.

The aircraft is very easy to fly as stated in the Airborne review, and makes it possible to practise at calm times of the day, and also to learn to trim the aircraft. Flaps have been programmed which is not necessary but instructive and fun, especially when applied inadvertently! It makes landing very slow and hovering quite easy.



Multiplex Park Master:
Turnigy motor brush less
outrunner 28-26, kv
1650, with APC 7x5
electric propeller. All up
weight with battery is 558
Gm. Battery is a Lipo 3S
1700 mAH.



Multiplex Park Master 3D : this view not showing the mud and repairs to the nose so obvious on the last page! With this set up, 142 watts in at 11.6 volts and 12 amps were measured. The ESC is anonymous and rated at 20 amps, bought originally from Precision Aerobatics for another kit not yet assembled (Katana).

Around the Hangar,

or jottings from George Carnie.

Club Day, Saturday July 3 saw a few newcomers attend, most noticeably was the young lads there. It is widely reported that for our hobby to continue to grow we need to see more youth taking it up. It is therefore pleasing to see another intake of juniors at LMAC. The driving force behind this seems to be the continued expansion of models like the Tomboy, Sportsters, Cardinals and the like. As I mentioned in a previous column, these models are low cost, lightweight, slow flying and very forgiving and as such make a great place for the young (and some not so young) to learn the basic skills of radio controlled flight.

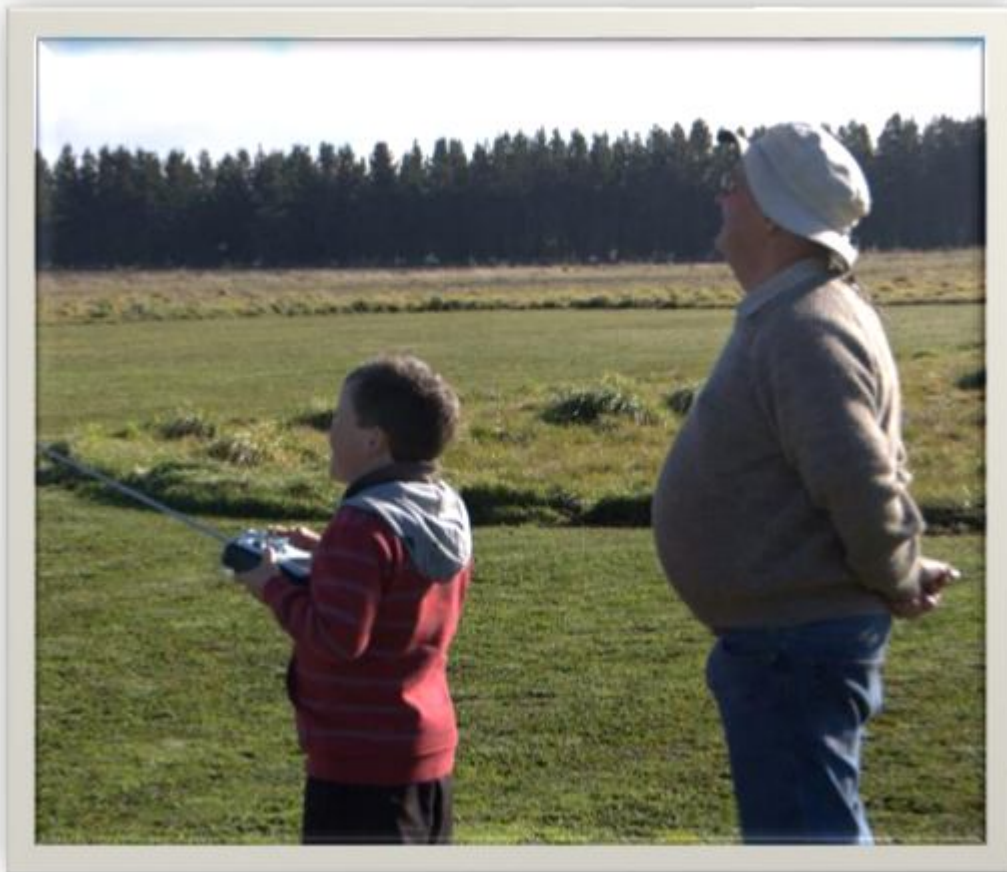
It was great to see three generations of the Cameron family flying, Merv, Owen and Justin. Justin showed some real aeromodelling skills by not only building his model but also flying it as well. Well done Justin! We also welcome Owen as a new member of the club.

Terry Pearson brought along his grandson Jackson (8) and we are very pleased to welcome Jackson as a new Junior member. Jackson also showed some skills behind the sticks flying a Tomboy no doubt getting some valuable coaching and encouragement from "Pop" Terry! We look forward to watching Jackson develop his skills and we all know that at this age they absorb information like sponges. I don't think it will be long until they show the older pilots a few tricks or two.

I'm still building my Tomboy and I have decided to go with a very lightweight electric motor (17gms) in the hope that I'll get a reasonable (not super fast) climb rate but with the lower weight a better glide rate. I'll give a full update next month.



Pictured above, three generations of the Cameron clan, (L-R) Justin holding his scratch built Cirrus Sonic, Owen and Merv.



Above New Junior member Jackson and his "Pop" Terry Pearson

Service Intervals for Electric Motors

Maybe a little known fact is that whilst brushless motors don't "wear out" like the old brushed versions, they still require some servicing to ensure a long life. Oiling the bearings (using a special bearing oil) Hyperion specify the following (courtesy of David from Aircraft World) –

For Hyperion motors, we recommend as maximum service interval:

Zs22, Zs30, Gs22, Gs30 - Oil every 70~100 flights

Zs40, Gs3032 - Oil rear (roller) bearing every 40~50 flights, others every 100

Hs motors - Oil every 40~50 flights

And it certainly doesn't hurt to give the bearings a drop of oil more often, especially for setups where they are easy to reach...



Dynamic Soaring

By George Carnie

Ever wondered how fast a glider can go? Well there is one discipline called Dynamic Soaring and the speeds these gliders get up to phenomenal! What is Dynamic Soaring? Here is a brief description –

Dynamic Soaring, often abbreviated to *DS*, broke into the radio control gliding scene in the late 1990s, and is an adrenalin-packed experience for anyone looking for a rush that conventional slope soaring can't provide! The fundamental thrill of DS is **speed** - if you thought that rc jets were fast, then take a look at some experienced radio control glider pilots performing Dynamic Soaring and you'll be somewhat impressed, and surprised. In fact, about the only limitation of DS is the strength of the glider's airframe, as well as the pilot's nerves! The speed and forces that act on the glider during a good DS flight can be phenomenal - many wings have folded and airframes have failed as a result of 'over-DSing'!

Where did DS flight come from? Believe it or not, the world's largest seabird, the Wandering Albatross, is way ahead of us rc pilots. They sussed out Dynamic Soaring long before we did, and it's how they soar over thousands of square miles of open ocean while using very little energy indeed.

The last reported speed record was **716kph!!** Remember this is a pure **glider**. The record was achieved using a purpose built, 100" "Kinetic" glider, the pilot was John Buxton flying in the California hills on May 23 this year. It is important to note that this is not recognized by the FAI because of the use of manual timing equipment I believe. The actual FAI speed record for a glider is 343.92kmph set in 1971!



John Buxton and his
716kph Kinetic glider.



EVENTS CALENDAR

DO YOU HAVE A FAVOURITE EVENT?
Is it Tomboy, LEG or Thermal Glider, maybe Old Timers, Scale or something else?
If you do, why not get a group together and schedule an event?
When you're ready, contact a committee member to put it on the Schedule. Make sure you give enough notice so it can be advertised in Prop Torque and on the web.

CONTACTS

President	Gerry de Groot	6369 5284 / 0429 196 560	degroots@activ8.net.au
V.President	Kevin Hay	6326 2990 / 0417 011 839	zzkevin@skymesh.com.au
Secretary	Geoff Hays	6326 7967 / 0408 559 806	ghays7@bigpond.com
Treasurer/Webmaster	George Carnie	6398 2141 / 0418 134 672	george@thecarnies.ws
Committee	Merv Cameron	6344 5614	mervcameron@internode.on.net
	Terry Pearson	0438 053 255	tnt13@bigpond.net.au
	Fred Willis	6257 8258	fre2owil@bigpond.net.au
Editor	Richard Cooper	63695142	richardlc@activ8.net.au
Contest Director	Nominated on the day.		
Web Site	www.lmacrc.com		