



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

[www.lmacrc.com](http://www.lmacrc.com)

JULY 2008

# Prop Torque

## From the President

Gerry de Groot: 6369 5284 / 0417 536 200

email: [degroots@activ8.net.au](mailto:degroots@activ8.net.au)

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Hello fellow members.

It has been a very busy time for me over the last two months as I have been preparing to change jobs, to take place on 4 August. I've been in the present one for twelve years, which is twice as long as I've ever held a job before. I'm looking forward to the change, but it will certainly have its challenges and demands. I'm hopeful that things will smooth out fairly quickly so that life (including flying) can return to normal.

Next, I am pleased to welcome Richard Cooper as the new editor of our newsletter, Prop Torque. I am very grateful that Richard offered to take over the reigns because he will be helping to spread the workload more widely, so that on the Committee is better able to get on with what it was elected to do. For a long time I have held the view that while the club exists for the benefit of all members, all members should in turn help out in some way, however small. It is not the job of the Committee to do each and every task in the operation of the club.

I also want to welcome Chris Klimeck as the new Contest Director. This is another example of a member helping sharing the workload. A word about the role of the CD may be in order here. *The CD is there to direct the running of events.* It is entirely possible he may not run an event himself; he may instead choose to delegate the actual running of a particular event to a suitable volunteer, preferably one with experience in that type of event (e.g. pattern, thermal glider). Generally the CD will also make known the outcomes of events, by way of a brief report. *Neither is it the job of the CD to predict the weather ahead of an event and advise prospective entrants.* He will however, take calls from entrants in the morning to see if the event will be held, or whether it has been cancelled due to weather. Where it is possible, advance warning of the status of an event will be put on the web site, but here again, this is incidental to the main idea that you, the members, need to find out for yourselves from the CD *on the day* whether the event is on or not.

I look forward to seeing you at the flying field

**Gerry**

## From the Secretary

Geoff Hays: 6326 7967 / 0408 559 606

email: ghays7@bigpond.com

Hi All,

We have arrived at the middle month of winter and the rain has finally shown itself that it can still come down, and of course it is cold as well. But there again what can we expect, it is winter so make the most of it. It is great to come into the clubhouse, get a hot drink, a warm-up by the heater and a spot of conversation with others, then go back and have a fly to get cold again, so lets all be happy to be warm and vertical it beats being COLD and HORIZONTAL.

I have not got a lot to report on this month from the committee meeting but it is good to report that we now have a new Editor for our magazine.

Following the prompting last month for some one to come forward, he has.

Dr Richard Cooper has risen to the challenge seeing he has now retired from full time at his practice to give it a go; the committee says welcome and thanks him for his willingness to be part of this vital part of club life. This will be his first newsletter so we wait to see what Richard may have in store for us.

Most of our previous membership has been renewed, but some are not renewing for personal reasons or have moved interstate. However we have picked up 4 new members recently, they are: Jamie Sheehan who has relocated his work from Hobart

to Launceston and was a member of the Hobart Model Aero Club.

The other 3 members are entirely new: Andrew DeWater and Bill Helling as senior members, and Mathew Riall as a junior member. We say a big welcome to these new members so please make your self known to them as you see them at the field.

Members may be aware from the events calendar in last months Prop Torque that LMAC will be holding the Tasmanian Electric Glider Championship next year at Symmons Plains on the 21<sup>st</sup> March 2009. This may be a 2 day event depending on entries received SEAT will be hosting the Tasmanian Thermal Glider Championships at Valley Field this year on the long weekend 1st and 2<sup>nd</sup> of November 2008.

The committee have been looking at some maintenance jobs around the clubhouse and a list has been made for some of these small items to be attended to.

The first job to be undertaken is fixing up the ends of the bridge into the pit area with some concrete ramps, because the pavers there are moving and our Treasurer in particular is finding it difficult to negotiate this in his wheel chair; there is also a risk of tripping over the pavers and causing an injury. This job may well be done by the time members receive this newsletter.

We have only 2 birthdays to remember this month they are Steve Baldock and Alan Johnson so we wish them both all the best for their special day.

The 1<sup>st</sup> Free Flight Power scramble and Old-timer event that was to be held on the 19<sup>th</sup> of July did not happen due to unfavourable weather conditions such as wind and the lack of numbers. Perhaps those who did not come knew something about the forecast! Only Tony Gray and two friends came up from Hobart, which was very interesting. Although some LMAC members turned for the old timers, no free flyers from LMAC came which was a little disappointing, as requests were made to run this type of event at the AGM. Maybe the weather and conditions will be different next time for the Free Flight on the 16<sup>th</sup> August. We decided to try and run the Old-Timer event again on the 26<sup>th</sup> of July.

Well that just about wraps it up for me for this month but I would leave you with this thought: - **"Your number one job is to make certain that you are a possibility thinker."**

Happy Landings all

**Geoff.**

## From the Editors Desk

Richard Cooper

email: richardlc@activ8.net.au

### Editorial Notes

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As this is my first editorial for Prop Torque, I am very grateful for Fred Willis' notes on his visit to Greensborough recently. On very short notice he kindly contributed the article below. I shall also be asking several others to help with interesting information, visits abroad and for teaching basics, advanced flying techniques and new information.

I shall naturally be grateful for new ideas as well for any changes to be made for the newsletter.

I was intrigued to read about the use of virtual reality goggles to fly model aeroplanes in RCM&E August 2008 issue, page 81. I used to think up methods for doing just this while at boarding school some 50 odd years ago! The writer, Mark Dale, has installed a spy video camera in a Multiplex Easy Star, (coincidentally this is my latest foam model for practice when the weather is bad) which has a stock 400 brushed motor, a 6 cell NiMH pack and all up weight of 600Gm, before installation of the camera and its LiPo battery which weigh only 35Gm! The camera is attached to a couple of servos which are used to scan the surroundings. With movement sensors in the goggles the pilot can operate these servos by moving his/her head from side to side and up and down, to look at the surroundings!

The author says that it is better to fly sitting down or one gets dizzy! As an ophthalmologist I can recognize the reflexes that cause this. At the Queen Victoria Museum and Art Gallery in Launceston, there is a very powerful demonstration of this effect as one of the first exhibits in the Science Demonstration area. In this the surroundings are moving around you as you cross a bridge. The effect is so powerful that you will experience highly disorienting movement yourself, which lasts for a few minutes after leaving the tunnel. These movements are accompanied by strong pressure sensations on your feet and up your legs. A similar sensation occurs on coming ashore after a trip at sea. However this effect experienced in the Museum exhibition and in the virtual piloting of the model aircraft, is caused by visual effects, separated from the balance organs in the inner ear. The dislocation of vision from balance sensors in the ear and in your joints and muscles cause this disturbing sensation. Your horizon information does not agree with the other inputs from the body. So be prepared for this by sitting in a pilot's seat when you take off! The technique is known as First Person View or FPV, for reasons which escape me, if you want to do a search on the Internet.

**Richard Cooper.**

# My Visit to Greensborough Model Aircraft Club

By Fred Willis



Having missed a few club meetings during the last two months, either because of inclement weather or a few weeks in Victoria, I am unable to give any news on the activities of fellow club members at LMAC. However, not wishing to seem self-indulgent, I'll endeavour to tell of some of my own activities.

It was one of those spectacular Sundays in Hurstbridge (Vic.). The air was crisp, the wind wouldn't support a feather and I was longing to find some modellers and their planes. The nearest club was the Greensborough Model Aircraft Club so we (my daughter, her husband, the four grandchildren and I) packed into the Tarago and set off in eager anticipation of locating the flying field. As luck would have it the field was virtually just over the hill; a mere ten minutes drive from my daughter's home.

The GMAC is based at Yarrambat Park which is the Shire of Nillumbik's precinct for minority sports although one could hardly call golf a minority sport. Also sharing the precinct was a large pony club which appears to peacefully co-exist with the aeromodellers. On a few occasions for really big pony events, the GMAC forfeits their flying days.

The official visitors' car park is approximately 600 metres from the Club house and is quite a walk. We were very fortunate in that a member opened the padlocked gate to allow us to drive right to the field. The gate is always locked after each vehicle enters. Our new-found friend later drove back to let us exit the field. The whole precinct has a full-time ranger who religiously checks that the gate is kept locked.

A little bit of info re the GMAC: At present it has 171 full-time members, a very modern brick club house with full size kitchen, toilets, its own water supply, a solar powered pump and a generator for power. As well there is a large undercover BBQ, outdoor seating and a small children's play area and plenty of space for social activities.

We weren't there long before the Club President, Graeme Anderson and another member introduced themselves and invited us to share their hospitality and their facilities. Five minutes later they were back with foam glider presents for the children. There was plenty of relaxed flying and good natured humour which reminded me of how much I enjoy this aspect of our club when I am able to make it to Symmons. Graham spoke highly of his fellow members and stated that flying takes place nearly every day of the week, weather permitting. Apparently it can get very windy as the site is on top of a hill.



Now for the models. There were many and varied types of flying machines: Christen Eagles, Large EP gliders, a dedicated Tow Plane hauling some of the smaller gliders up into the bright sky and, as per Tassie, they were being regularly inspected by large inquisitive wedgetail eagles. I saw pattern models, scale models and helicopters. Because it is such a large site, helicopters have a separate section off to the side of the main field in which they may practice their manoeuvres. That Sunday I witnessed some of the finest 3D helicopter flying one could wish to see. I think the ace pilot was Vaughan...(I have forgotten the surname) Even though there were some great model planes, the members of LMAC can be justly proud of theirs. We have some of the finest model builders in the country.

All too soon the morning was gone and we left GMAC knowing we'd had such a wonderful time. My camera had loads of photos so I hope there is room for just a couple in the newsletter. One photo is of the Club house and the other a brief snapshot of a few models.  
Issue Number 89 of RCM news has a three page report of the Greensborough Model Airshow which is held every second year. Well worth reading!

**Fred**

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## **Contest Directors Report**

**Chris Klimeck**

**email: [cklimeck@bigpond.net.au](mailto:cklimeck@bigpond.net.au)**

### **Old Timer Event Saturday 26<sup>th</sup> July 08**

In keeping with our policy of holding a postponed event on the next following Saturday, well we were able to run this event on the 26<sup>th</sup> held over from the 19<sup>th</sup> due to unfavourable weather. In the absence of our CD Chris Klimeck who was laid aside through a bout of illness I was acting CD for the day.

The weather on this occasion was very good considering it is after all the middle of winter, but we all had a good time with 4 contestants competing. 4 rounds were held they being a guess the time and land in the given time, spot landings with 3 attempts given then 2 rounds of power and glide coupled with spot landings. We were pleased to have 2 NWA members share the day with us and we say thanks to Derril Kay and John Madden, Derril took part as one of the entrants as well as flying his Auto Giro around all over the sky and John Madden put on a good performance with his twin engine model, which sounds great.

Scores for the Old Timer event were -

George Carnie 652 points  
Kevin Hay 551 points  
Derril Kay 513 points  
Andrew McE ntyre 434 Points,

All enjoyed a good day.

And just a reminder of the next F/Flight power scramble and 2<sup>nd</sup> round of Old Timer is scheduled for 16<sup>th</sup> August: try to be there.

**Acting CD  
Geoff Hays**

# Snapshots from the Old Timer event

Pictures courtesy Fred Willis



Regular visitor Derril Kay, Andrew M and acting CD Geoff with Derril's "Hot Drop" in the foreground.



Kevin Hay with his aptly named "Power House" - climbs were vertical!



George Carnie with his e-powered "old timer" a Kavan Phoenix. Greg R and new member Bill Hellinga watch on.



Andrew Mac. with his Red Zephyr in the foreground.



August 2nd	Club Day
August 16th	F/F 9.am----- Old Timer ----- 11.am
September 6th	Club Day
September 20th	Electric Glider ---- ----- 1.pm
October 4th	Club Day
October 18th	Thermal Glider ----- 1.pm
November 1st	Club day
November 15th	Club Pattern ----- 1.pm
December 6th	Club Day
December 20th	Fun Fly Family day ----- 10.am onwards
2009:	
January 3rd	Club Day
January 17th	Scale Day ----- 10.am till 2.30 pm
February 7th	Club Day
February 21st	Thermal Glider ----- 1.pm
March 7th	Club Day
March 21st	Electric Glider State Championships – 10.am
April 4th	Club Day
April 18th	Club Pattern----- 1.pm
May 2nd	Club Day
May 16th	Fun Fly Day ----- 10.am till 2.30 pm
June 6th	Club Day
June 11th	Annual General Meeting
June 20th	Scale Day ----- 10 am till 2.30 pm