



# PROP TORQUE

Official Newsletter of the  
LAUNCESTON MODEL AERO CLUB

July 07



Greg Robertson with his new ACE-E electric powered pattern model. Maiden flight went very well, very little trim to speak of.



Merv & Kevin with the new large model trailer. Maybe the model on the right is their next step up.

Don't forget if you have some photos or an article that you would like to see added, to the News Letter please let me know. Many photos have been taken on Free Flight day and these will be available soon on the website. **No responses to my challenge question last month as yet, keep thinking.**

Two photo's above are from the UK based large model site which I have included a link below.

The Valiant was finished in early August 2004. It came out a bit heavier than expected at 160lbs. The model had its first flight in March 2005. Simon reported it flew great. Unfortunately, a few flights later he damaged it. It is now being rebuilt and modified.

Following repairs and a repaint, the model is now ready to fly again. The model had its first flights in August.

<http://www.largemodelassociaton.com/>

## **Presidents Report**

### **Gerry de Groot**

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**Hello Everyone.**

What's new? This question is frequently used as a greeting. It's nice because it adds an air of interest and anticipation to the start of a conversation! In my case there are a few things that are new: a new workshop; a recently completed foam slope soarer; a power model whose construction has been restarted after a long lay-off, and a small rudder-only electric model waiting for a fly. I make no secret of the fact that I am a builder first and a flyer second, but when I checked the models that had not yet flown, I was dismayed. (I have since decided to do more flying and less building.)

The move towards 2.4GHz, now sanctioned by the MAAA (with conditions), is gaining pace. However, a disturbing feature, not yet widely publicised, is that the human body can shield either entirely or partially, the signals radiated from such transmitters, leading to problems of lost control. This can happen where pilots stand too close on the flight line and are trying to control a model in a situation where a person is between the transmitter and the plane (such as a long approach). For my part, I think that I will stick with 36MHz for the time being. Where new technology is concerned, it is best to be an "early follower".

A question that was asked in connection with the recent Old Timer Event is "What is an Old Timer"? I checked the SAM (Society of Antique Models) web site and saw that:

- Gas Powered designs are divided into two categories: Antique and Old Timer.
- Antique models are those planes that were designed, kitted or published by December 31, 1938.
- Old Timer models were designed, kitted or published by December 31, 1942.

Another category, not covered by SAM, is that of Nostalgia, where the model must be designed, kitted or flown before 1957. For LMAC purposes, our OT events are not so restrictive and in any case, the final say about whether a model is OK for Old Timer rests with the Contest Director on the day. I hope this encourages you to have a go.

I look forward to seeing you all at the flying field

Gerry

## Secretary's Report

**Geoff Hays**

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**Hello Everyone.**

Another month has gone and we are now heading into the last half of 2007.

Firstly this month we do extend the members condolences to our President and his brother John in the passing of their mother recently.

Also to Kerry Carnie on her recent stay in hospital we trust for a speedy recovery and our best wishes go to her.

I do not have much to report on this month, however at the last committee meeting we decided on a new format for our new member application forms and club brochures.

You will find some of both these items in the blue folder in the clubhouse.

With the application forms you will notice that there is a lot more detail that needs to be filled in so making the task from the secretary's point of view much easier to maintain club records.

These of course can be down loaded from the club web site as found on the front of this newsletter if you are not aware of it.

We also have begun thinking of our annual dinner, as you are all aware this was held closer to the end of the year last year for various reasons. And because this year there will most probably be no trophy's as such due to the lack of contests from the last contest year.

It will most probably take the form of a social dinner this year and is planned for a tentative date of November 16<sup>th</sup> at the Centennial hotel to coincide with the end of the year.

We have also revised some canteen prices to offset some of the expenses incurred, so be prepared for an increase in the snags when at the field.

We have been told that John Skinner was 10th at the recent world championships of F3b glider, And for those who do not know John he is a Tasmanian, so well done John. And the Australian team was 7<sup>th</sup> over all.

Birthday wishes this month go to Richard Cooper and new rejoining member Steve Baldock.

We do welcome back to our ranks Steve who has had an absence from flying models for a few years now and it will be good to catch up with him on the field.

In closing may I remind those who were members last year and at this stage not renewed their subscription, you are now uninsured and cannot fly at the field until you renew your subs.

Also it would be appreciated if you do not wish to renew, if you could let me know, as well if you hold a key for club property I will need to have this returned ASAP, thank you in anticipation of your response.

So till next month

**Happy Landings All**

**Geoff.**

## Around the Hangar Contest Directors Report

### **Andrew McEntyre**

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### **Hi Everyone.**

It was good to see the first Free Flight event for the New Year, held at the field in such glorious weather on July 21<sup>st</sup>. Four pilots and their support group braved the frosty start and very slight breeze in what you could call fun and games.

**First** Tony Gray.Hobart 29 Flights 2242 Points

**Second** Tim Sydes 37 Flights 2136 Points

**Third** John DeGroot 21 Flights 1868 Points

**Forth** Dave Jacobs 9 Flights 608 Points



**Pilots and their support group at the Free Flight Day.**

Thanks to all that have supported this event as many look forward to the Free Flight event each year and please don't forget on August 18<sup>th</sup> is the next event. After the Free Flight the next event was the Thermal Glider, which started soon after with only two entrants. It has been sometime since a Thermal event has been held so it was suggested to include one on the Free Flight days.

**First** Greg Robertson after 3 rounds 903 Points **Second** Dave Jacobs 3 rounds 492 Points. Thanks to

Both Greg and Dave for their support and help in this event. I would like to remind anyone who has a Thermal Glider to get involved next month August 18<sup>th</sup> is our next event. The Old Timer event that was to happen after lunch was canned due to only Greg and myself there with our models to fly. We still enjoyed the day as did many other as the roll up at the field was very good, not surprising with the weather on the day. Visitors on the day include Derril Kay and John Madden from NWAM and Tony Gray and others from Hobart, with at least 15 of our own club members. A note to all the Old Timers out there don't forget the August 18<sup>th</sup> this is the next event. Gerry has made an interesting point regarding what we call Old Timers.

In most cases I would suggest if you have a slow flying High Wing model we could call it an Old Timer, this may encourage you to become involved. Cheers from the CD Happy Flying **Andrew**.

### **LMAC Office-bearers:**

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# **FOR SALE**

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- |                                               |                 |
|-----------------------------------------------|-----------------|
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| <b>2. DH88 Comet (Plan # 672) -</b>           | <b>\$55.00</b>  |
| <b>3. Little Hotta (Plan # 558) -</b>         | <b>\$20.00</b>  |
| <b>4. Sonic Boom (Plan # 654) -</b>           | <b>\$35.00</b>  |
| <b>5. Sonic Boom Canopy -</b>                 | <b>\$20.00</b>  |
| <b>(Sonic Boom Plans and Canopy -</b>         | <b>\$50.00)</b> |

**ALL PRICES INCLUDE POSTAGE**

Please contact Pete on 0419754377 or [qa@muir.com.au](mailto:qa@muir.com.au)

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**NO. 4/2007**

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### **Manual of Procedures**

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

Please be aware that the M.A.A.A. has just released the following documents in the Manual of Procedures:

MOP013 Frequency Directive: amended introduction

MOP022 Risk Assessment Procedure

MOP058 2.4GHz Equipment Policy document:  
amended to include new equipment.

MOP061 Policy for Flying Models Near Full Aerodromes

These documents are now on the M.A.A.A. web site in the Manual of Procedures section.

Club Committees are recommended to pay particular attention to MOP022 and are encouraged to use the document to do a risk analysis of their operations.

**MOP058 on 2.4 GHz** has recently been revised to include more currently available systems on the MAAA Accepted List. There is no doubt that the technology used is very exciting for model aircraft fliers and may well become normal over the next few years, whether in this frequency band or others

that are available. From the feedback we receive, a number of members have the impression that its use provides no interference with no restrictions needed. As we said when it was first introduced, anyone using, or considering using this band should regularly check the MAAA web site to see the latest MAAA requirements, as these may be updated as experience is gained.

There is obviously not space here to replicate the MOP. However there are some key points that should be mentioned with the advice to look at the actual MOP. Whilst the technology does assist very considerably in reducing interference, the more sets that are operating at any time, including for non aircraft applications, the more there will be interaction. In most cases this will reduce the speed of the link, which is of course important when your aircraft is heading straight towards the ground. The actual effects do vary between different technology implementations and so far every manufacturer is very different, and more will probably become available in the future. The MAAA require that a keyboard is still used for 2.4 GHz so that everyone knows who is operating across all the approved frequency bands. At the present time no more than 10 2.4 GHz keys can be active at any time, although this is continually reviewed as development continues. The MOP also gives some advice on how to reduce and identify possible interference.

The 2.4 GHz band is used throughout the world. However, the specifications for the equipment vary from country to country. Because of this, it is impossible to be certain just by looking at a product that it meets the Australian requirement, which in many cases is more stringent than that applying in other countries, including those in the USA. The MAAA requires that all equipment used under its procedures complies with Commonwealth legislation as administered by the Australian Communications and Media Authority (ACMA). The best way of assuring this, is that the equipment has a C Tick compliance mark applied by either the manufacturer or the importer. Without this, the user

is taking personal responsibility for having documentation to show compliance, and this is likely to have to come from the manufacturer. Serious penalties can be imposed by the ACMA if non compiling equipment causes interference and it could also result in liabilities on the user in the event of an insurance claim but this would be for a Court of Law to decide.

**The 61<sup>st</sup> Nationals** will be held in Perth over the period December 29 2007 to January 4 2008. Why not start making plans to attend?

### **Team Trials**

All M.A.A.A. affiliate members are eligible to represent Australia at World and Continental Championships. Team trials for places in the teams are organised by National Special Interest Groups (NSIGs) or M.A.A.A. Technical Subcommittees. If you are interested, you should make contact with the relevant NSIG or Subcommittee Chairman for information. Your State Association Secretary has contact details for NSIGs. The M.A.A.A. web site has links to NSIGs and also details of up-coming events and team trials, on the "Championships and Other Competitions" page.

### **2008 CL World Champ Team Trials**

The NSW F2A & F2C State Championships, which are part of the 2008 World Championships Team Trials, are to be held on the Twin Cities Hard Circle in Albury on September 29 & 30 2007. Please contact the C.L.A.S. Secretary for more information.

### **F5B & F5D Team Trials**

The MAAA Team selection trials for the **2008 F5B World Championships** will be held on September 22 & 23 2007 at the Cootamundra field.

ALL F5B & F5D fliers (and helpers) are welcome to come along and "have a fly" even if they have no intention of flying at the World Champs. The course should be available by Friday afternoon (assuming those with the relevant gear get there in time).

If you are trying out for the F5B team you need to have a model that is legal i.e. meets the CURRENT FAI F5B rules: 26.66dm<sup>2</sup> wing area, min model weight without flight pack: 900gm, max. of 16 NiMH (or NiCAD) cells, NO LiPo cells permitted.  
- see the FAI web site for full details.

F5B models: Although it would be best to select the

team using the new rules that come into effect on January 1 2008 and will be used at the World Championships, the required limiter is NOT available and it is not considered safe or fair to allow pilots to fly without the limiters.

However, pilots MAY use 10 cell models for example to gain a place on the team - this HAS occurred in the past. Contact Raymond Pike, MAAA F5 Subcommittee Chairman, if you have questions in this regard.

All interested F5B pilots see:

[http://groups.yahoo.com/group/f5b\\_oz/](http://groups.yahoo.com/group/f5b_oz/)

All interested F5D pilots must contact Raymond Pike prior to the team selection at [stingray@netc.net.au](mailto:stingray@netc.net.au) or Ph. (03) 5727 3446

### **M.A.A.A. Fees for 2007/08**

The M.A.A.A. Council set the M.A.A.A. fees for 2007/08 at: Seniors & Pensioners \$70-00; Juniors \$35-00. It will be noted that the Senior and Pensioner fee reduced by \$30 from last year's fees. This was due to a reduction in insurance costs. I believe that our members can claim part of the credit for the reduction as a result of our good safety record.

The M.A.A.A. Council did not change to the Paid Instructor fee of \$50-00. For those interested in becoming a Paid Instructor, please see MOP023 for details.

The \$250 excess a member has to pay for Public Liability claims was also left unchanged at \$250.

*There are now three personal comments on the change over of the MAAA Secretary.*

### **End of My Term as M.A.A.A. Federal Secretary - Ivan Chiselett**

After being Federal Secretary for a little over 6 years, I decided to retire and did not seek re-election at the 2007 M.A.A.A. Council Conference. Therefore, this will be my last M.A.A.A. Newsletter. I hope that my ramblings have provided information and advice to all the members.

I have really enjoyed the job and have been lucky to meet with many members during my term. I have also made lots of friends during my time as Secretary. I am however looking forward to retirement and getting back to the building board to get started on all the projects that I have listed in the back of my head.

I must thank all of the State Committees, especially the Secretaries, who have been great to work with over the time. I would also like to thank the rest of the M.A.A.A. Executive whom I have had the pleasure of working with. I am sure the vast majority of members do not realise just how much time these people put into making the M.A.A.A. such a great association.

I was indeed honoured to be given Life Membership of the M.A.A.A. at the conclusion of my last M.A.A.A. Council meeting. I consider it a real privilege to be given such a prestigious award. I thank the Council for the honour.

An election for the new Federal Secretary was held at the M.A.A.A. Council Conference over the last weekend of May. Five members nominated for the position and Kevin Dodd was elected as the new M.A.A.A. Federal Secretary. Kevin is well known to many members as he has been M.A.A.Q. Secretary from 1999 until the present. He is also well known as a Gas Turbine modeller as he often attends fly-ins all over the country. I am sure you will all join with me in congratulating him on his election and wishing him well in the position. No doubt Kevin will use the Newsletter to introduce himself.

The e-mail address of the M.A.A.A. Secretary will continue to be [secretary@maaa.asn.au](mailto:secretary@maaa.asn.au) and Kevin's phone and fax numbers can be found at the top of this newsletter.

#### **Taking Up the Reins as Federal Secretary - Kevin Dodd**

As Ivan has mentioned, I was elected to the position of M.A.A.A. Secretary at the Federal Conference held in Brisbane over the weekend of May 26-27.

A little bit about myself: I have been in aviation most of my life, both as a modeller and commercially. My aviation career, after gaining a commercial pilot licence at Camden NSW, was spent in Papua New Guinea, both in flying and in administration. A lot of experience in these areas was gained during the 25 year period in the tropics and later back in Australia.

I started modelling as a 6 year old lad and have continued this love of models ever since. This has taken me from free flight on those crystal clear mornings at the 'corner' paddock at Camden, which I am sure many of you know, to the current

operation of turbine powered models. I enjoy all areas of modelling and indeed anything that can fly. I still prefer to build all my models and am proud to have retained the skills and techniques learnt over many years.

I look forward to working with the M.A.A.A. Executive and State Committees in the years ahead and meeting many of you at different gatherings during this time.

#### **The Changeover - Mike Close**

I want to take this opportunity to repeat some of the words that I used at the closure of the Council Conference for the benefit of those who were not there. Ivan has made a tremendous contribution to the running of the MAAA during his time as Secretary. This covers all aspects of the role but I make special mention of his work on the Manual of Procedures, the concept of which we have both enthusiastically supported. I have also greatly valued his personal support for me and have received equally positive comments about him from the Clubs and individuals as well as internationally, including the United States. He very much deserves the Life Membership that Council bestowed on him.

When Chris Greenwood retired he left a huge gap in the organisation which Ivan was very quickly able to fill. We are in the same position now and I am confident that Kevin will respond equally as well and I am sure that we all welcome him into the position and will do whatever is necessary to help during his learning process.