



# PROP TORQUE

Official Newsletter of the  
**LAUNCESTON MODEL AERO CLUB**  
Inc.

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**Merry  
Christmas**



**Happy  
New  
Year**

The daughter of one of our members, Elodie Gray, caught enjoying some Christmas goodies at the Christmas Function held on Saturday 17 December at the LMAC clubhouse.

Volume 20

**DEC - JAN 2006**

## **EDITORIAL:**

This issue of Prop Torque is a combined December - January issue. We hope that you will find it interesting and informative. As you will see, we have received contributions from a number of members and that is a great thing. It shows that members are getting involved in the newsletter and it also lightens our burden in that we do not have to find all the material for each issue. After all, Prop Torque is your newsletter and it ought to be a forum for members to communicate with one another. We trust that you will find this Christmas issue interesting and that it might encourage you to contribute something in the future.

It is very pleasing that the club's building project is finally getting under way. The "Pink Raven" glider was selected by the Committee after some deliberation and promises to be an interesting model. Read about it in Greg Robertsons's article and put your hand up to join in the fun.

Cliff Walters has an interesting article on Croydon Airport in the UK and the problems of flying models there. Cliff grew up there and has an interest in what has happened there over the years. Read all about it inside.

We have our first paid up advertiser making an appearance in this issue. This same advertiser has also tentatively agreed to help support one or more of our State Championship competitions early next year. All we ask that you support those that support us.

MAAA Newsletters No.7/2005 and No.1/2006 are enclosed with this magazine.

We wish all our readers and their families a Merry Christmas and a Happy and Prosperous New Year.

Gerry and Virginia de Groot.

Editors

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# CAPTAIN'S REPORT

**Gerry de Groot**

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Hello Everyone

In my last column I discussed the decision to implement a proficiency program for flying members, whereby the minimum qualifications for flying solo (i.e. unsupervised) will be the MAAA Bronze wings, to bring us into line with most other clubs.

Members have expressed differing opinions about this move, but I would have to say that the majority seem to be in favour of it. As a result, we have seen more "movement at the station" over the last few weeks than has happened for a while with no less than two members gaining their Bronze wings in the last few weeks. Congratulations to Cliff Walters and to Peter Steer.

For what it is worth, I have looked at a number of clubs' websites recently and most of them include a minimum flying proficiency standard somewhere in their rules, generally adopting the Bronze wings. One objection that has been raised is that this requirement will, over time, reduce the number of members in our club. Whether this turns out to be right remains to be seen. However, I am reminded of a little saying that used to be quoted from time to time: "people do not value what they do not have to work for". I think that our club offers a wonderful opportunity in that we can learn to fly a model aircraft properly and safely – surely this is to be valued! For that reason alone, members who have to put in some time and effort to gain their Bronze wings will, in time, value the achievement. On balance, I think we are heading the right way by having this rule.

While on the subject of achievements, I would like to announce that one of our members Tony R. Gray, has gone one better than the Bronze wings. On Monday 19 December, Tony gained his *full private pilot's licence* (PPL). Congratulations, Tony, on reaching this milestone.

The Christmas Function was well attended, considering the weather forecast, and was enjoyed by all as laid-back sort of day. Thank you to everyone that helped with the food and the general organisation – the place looked a picture and it was a great day! Also, special thanks go to Andrew McEntyre for generously donating some very nice competition prizes.

Best wishes for the Festive Season and I hope to see you all at the (model) flying field soon.

Gerry



# SECRETARY'S REPORT

## Geoff Hays

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Hi Everyone

Well here it is, the year has all but gone!

Are we all ready for the new one coming and what are our individual plans for it?

The Editors have informed us that they have quite a few things this month so I will try to curb my writing hand and keep my bit brief – or briefer than usual; well at least I will try.

My main duty as secretary is to report to the membership what the main topics from each of our committee meetings were.

### Items from the previous meeting: -


1. The model project has at last been decided upon and it will be a small hand-launch glider named “Pink Raven “ there will be more on this elsewhere in this issue of Prop Torque.
2. It has been decided to discontinue (*at least for a while*) the holding of Canteen each Saturday. From January onwards canteen will be held on **Club days and Contest days only**. So if you want to eat when you come to the field on the 2<sup>nd</sup> and last Saturdays of the month, then you are advised to bring something with you, otherwise it will be drinks only.
3. The Editor has advised that this issue of prop Torque will be for December /January, the next one for the New Year will be the February issue.
4. Last month I mentioned about the new contest calendar about to be drawn up, to start when the current one finishes mid year, and I asked for input from members. Well, I have not heard from anyone regarding this so I presume that no one has any suggestions or gripes. There is still time for your input – but see one of the Committee members with your comments please so that it may be taken into account.
5. **Retrieving lost models:-** When we have a problem with a wayward model and it comes down where it should not , we invariably go and retrieve it from one of the paddocks – because that is usually where it will be. The Club has been contacted by the property manager who has instructed us not to do that at all any more. Due to the crops that are presently all around us, we must not trespass into them without authorisation from him, and most likely with him being present with us when we do. This is not a request *it is an instruction* that must be upheld by us who fly our models on Symmons Plains. This

certainly will be the case at least until the crops have been harvested. Direct contact is to be made through a committee member if present, to the President or Secretary who will then contact the property manager to arrange for recovery of the model.

6. **We welcome a new member:-** Nara Tantemsapya has been accepted for membership and we welcome him to the exciting world of model aircraft flying. We wish him every success in this.
7. **A snippet from MAAA:-** A speed record has been set for a pylon racer (Piston engine) for a 10 lap course of 56.9 seconds , set in France by Chris Callow from Australia, previous best 57.7 secs

**Well that wraps it up from me for the year and I think I have managed to keep it brief. In closing I would like to wish everyone a happy Christmas period and a great new year ahead, Take care.**

Happy Landings All  
Geoff



## **CLUB MODEL PROJECT – “PINK RAVEN” GLIDER**

This model was picked out for its ease of building, and its low cost. So far we have about half a dozen who are going to take part; I do hope there are a few more starters to come. George Carnie will be finding out prices for servos and batteries at a very good price, so if you wish to join us please don't leave it too long as you may miss out on what looks like being a good deal.

The model is a very easy build, so should not pose a problem to anyone who has built from a plan in the past. However in this day of ARF models some may find it a bit out of their grasp, but there are a lot of good builders in our club who would be only too happy to help, so don't be frightened off and have a go – you might like it! It is a model that can be built at home, so have a go.

It is hoped that in the coming year we will be holding some sort of low-key competition that all can go in. This model will be launched by bungee (hi-start) so you will not have to worry about winch launching. If you wish to take up the challenge please give me a call, or any of the committee.

Greg Robertson.

*(A reduced scale plan of the Pink Raven is shown elsewhere in the newsletter, Ed)*



# CONTEST DIRECTOR'S REPORT

**Andrew McEntyre**

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Hello Everyone

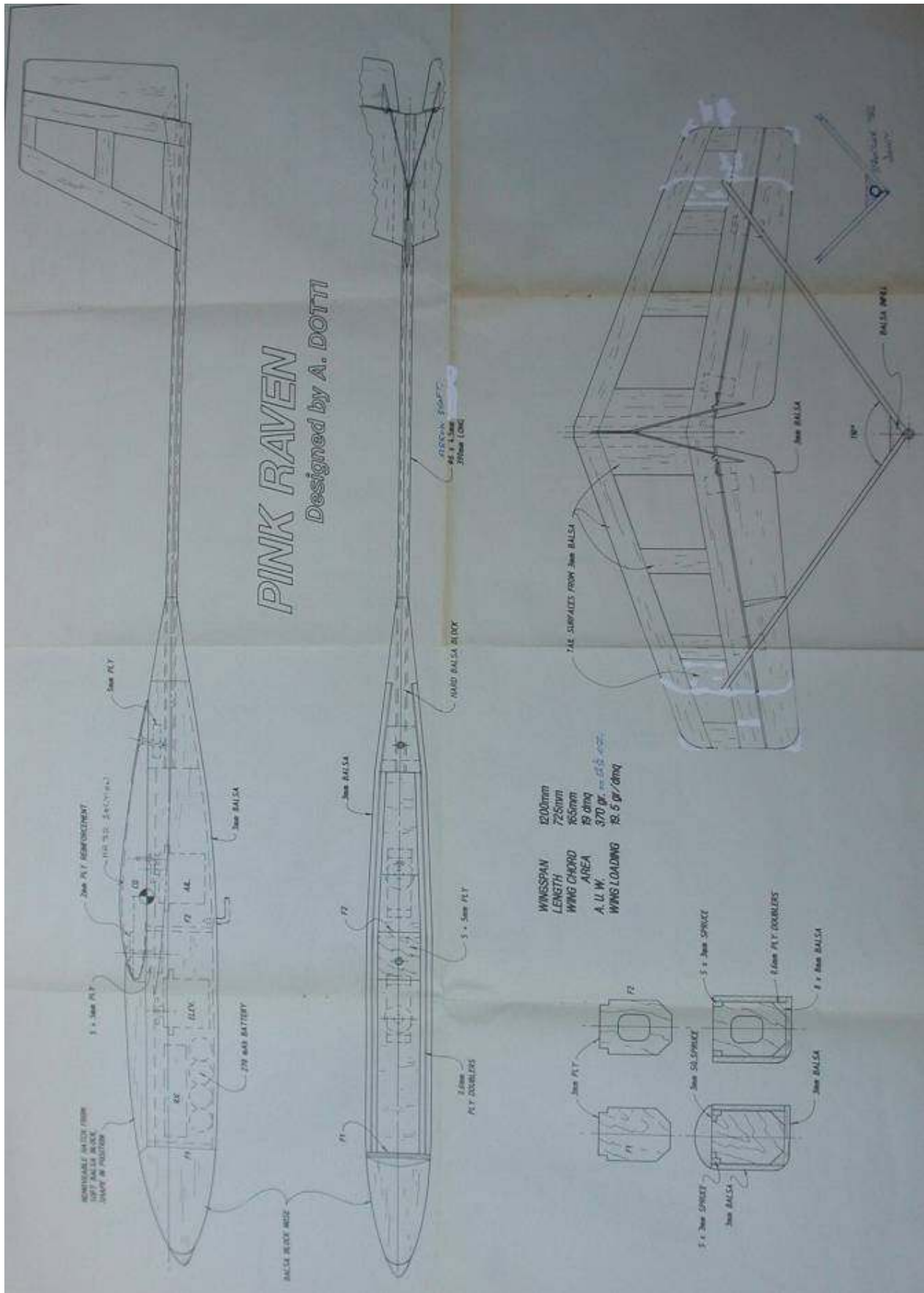
We have come to the end of another year and it has slipped away very quickly, as they seem to do, as we get older. There are no contests to report on so I will report on the the Christmas Party. The plan was for some organized fun flying on the day, but as the weather was not looking good, most of those present enjoyed general flying before lunch. Dave Jacobs brought his control line model (*becoming a Christmas tradition, Ed*) which I flew, and which I didn't handle too well, trying to do a wingover that went very wrong. Nevertheless, no damage to the model, but great fun; thanks Dave.

The long grass around the strip area and across to the fence on the western side has been cut for crop-duster operations, making the strip very wide so to speak. Geoff took advantage of this very wide area to land his wing, which ran out of puff some 5 feet from the far fence - well done, Geoff. 17 members attended Christmas lunch and, as it had started raining about the same time lunch was ready, it worked out well. The lunch this year was very well prepared by Robin, with plenty of help from Debbie and Cliff Walters, Julie Gray and Jill Steer.

On the menu was a selection of roast beef and pork, together with a choice of cold meat and salads. For dessert, let's not forget the plum pudding, cheesecake and pavlova. I think most of us went back for a number of helpings. What a feast! I think I could only fit that much in once a year. Many thanks to all that helped and for donating the sweets and their time to make this years Christmas function a great success. Thank you, everyone.

I had prepared something of a simple task to drop 36 numbered balls on the strip from Fat Albert, and the idea was to collect as many balls as you could, hoping the ones you collected matched the number on the prizes that I had donated, including a rubber-powered kit, Dubro spinners and accessories. That went well until the balls fell in long grass some 20 yards from the far end of the strip. In the race to find balls, Debbie and Geoff were neck and neck. Geoff put on a burst of speed and pulled a leg muscle! Debbie ended up with most balls to take home 3 prizes. I also did the traditional Lolly Drop, which also ended up in the long grass! I would like to thanks all the members for your support over the past year and we look forward to your support in the New Year. I wish everyone a very Merry Christmas and a Happy New Year; let's all trust we have a safe holiday period and remember, safe and happy flying.

*Andrew*

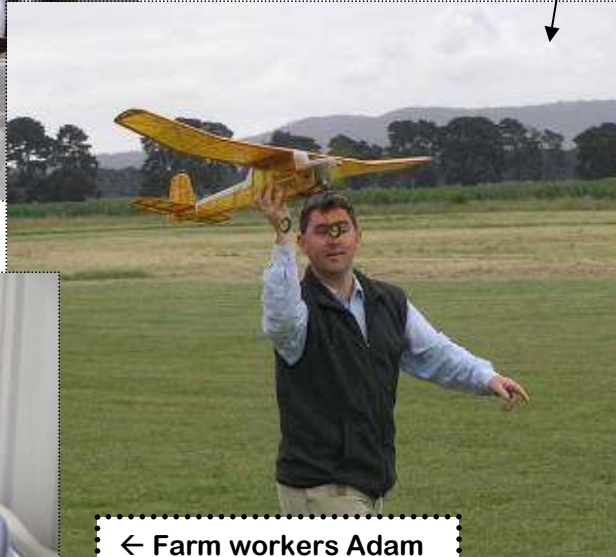


# CHRISTMAS PARTY 17 December 2005



← Starting the day's preparations.

Tony W Gray launching Dad's diesel powered R/C sports model.



← Farm workers Adam and John dropped in for "a bit of a feed"



Tony R Gray with his pattern model. And all the time we thought Tony R Gray was a free-flight fanatic! →







← Cliff Walters obviously delighted as he was awarded his Bronze wings by instructor Peter Kidson

Dave Jacobs seen adjusting the Magnum 120FS in his Art Chester's Jeep. The re-engined model looked very realistic in the air; flown by Peter Kidson. Very impressive, Dave. →



← Andrew McEntyre looks confident stepping up to the centre of the Control Line circle as ex-team racer Dave Jacobs attends to the model.  
Our intrepid pilot kneels to give thanks, now that it's all over

The model after some unplanned aerobatics. →



## **REFLECTIONS ON CROYDON AIRPORT (UK) by Cliff Walters**

*(This is part of a longer article that appeared in Radio Control Models & Electronics magazine in February 1996 dealing with the problems of noise and flying fields, with particular reference to Croydon Airport, where Cliff Walters grew up. Cliff therefore has a keen interest in developments at Croydon. In Europe generally, IC powered aircraft are banned at a growing number of flying sites, due to noise (real or perceived). The article will be reproduced in full in a later edition of Prop Torque, if space permits. Ed.)*

Croydon is where I grew up.

Croydon Aerodrome was the original London Airport, the home of Imperial Airways, where the huge four-engined Handley Page Biplane aircraft flew from, with only 30-40 people on board. During the Second World War it became a fighter base, accommodating both Hurricane and Spitfire aircraft. Radial engines were also built there for the World War II war effort.

After the war, "London Airport" was moved to its current site and Croydon gradually declined, becoming an Industrial Estate and subdivided for housing. The Croydon Model Club then took up the fight to save the field for model flight because of its historic beginnings and obvious heritage values.

The Imperial Airways building is now a hotel and houses the club rooms and museum.

It will be a pity if it has had to close because of the actions of a few.

Cliff

### **The end of an era?**

I fly from Croydon Airport. Since 1978 this has been a mecca for model pilots in the ever expanding concrete jungle of Greater London. It is a public site with minimal restrictions and is almost perfect for our sport. I say almost perfect because being in a densely populated area it is surrounded by housing estates. Whilst, in 1940, the locals were reassured by the thunder of Merlin engines during the dark days of the Blitz and the Battle of Britain which followed, today's residents are not enamoured with the scream of our two stroke powered Spitfires and Hurricanes!

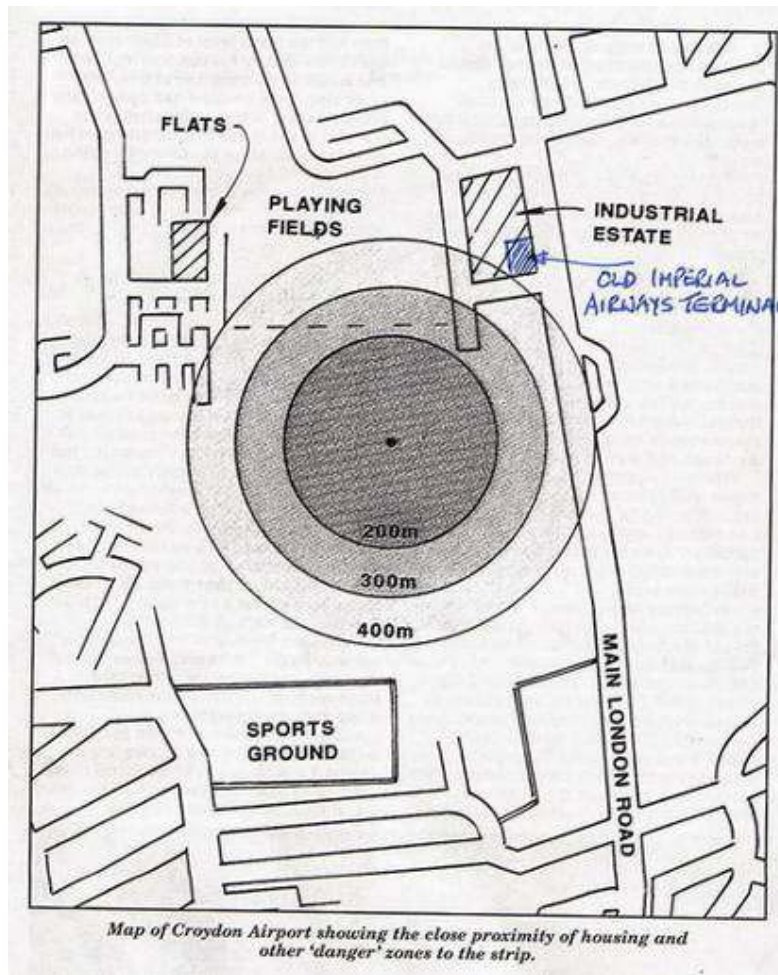
A long and ongoing Battle of the Decibels has now reached its final phase. We await the decision of the Home Secretary on a submission by the local council, requesting approval for a total ban on the flying of ALL radio controlled model aircraft.

If approved, this will be a catastrophe for model flyers over a wide geographic area. Unlike our country brethren, we have no alternative green fields to which we can move!

### **What noise?**

The problem at Croydon Airport, and no doubt other flying fields, is ignorance and apathy. Too few model pilots will accept that there is a noise problem and of those that do, too few are prepared to do anything about it. Their attitude seems to be that the locals are being unnecessarily intolerant. But is this true?

The current threat (it is not the first) began in 1993 when Sutton Council called a Public Meeting to discuss the proposed ban. Naturally there was fierce and vocal opposition from the model flying fraternity and many words were spoken about the BMFA noise code.



Map of Croydon Airport showing the close proximity of housing and other 'danger' zones to the strip.

## REPORT FROM THE STANLEY SLOPE SOARING WEEKEND

On Saturday 3rd December Janet and I attended the annual SEAT Stanley Slope Soaring Weekend. We travelled up to Stanley on Saturday morning and arrived there at about 11.30 am. It poured with rain during most of the journey there, but thankfully it was not raining at Stanley and conditions were perfect for slope soaring. Glider pilots from interstate and most of the Tasmanian clubs were flying at the Green Hills site. We enjoyed some great flying, and also I managed to find bit of time for a spot of fishing from the Stanley wharf, and a visit the local Show as well. In the evening everyone enjoyed a great counter meal and then we stayed overnight at the cabin caravan park.

Next day we had a relaxing trip home. I recommend this weekend as a nice way to wind down for Christmas.

Hope to see you at the field soon.

Max Wiggins

## *Snippets From the Past* by "Sleuth"

This month we have something a little different; we will take a look at what someone in particular can and sometimes does get up to when he thinks no one is looking, but there again, the unsuspecting cannot sometimes escape the all-seeing eye of the camera.



*"Well done Dear"*

This particular person was caught by the click of the lens on three occasions. The first one was at our club annual trophy night dinner on the 16<sup>th</sup> April **1991** at Blackstone restaurant prospect when he had just received the last of the "Logan Championship Trophy's " for pilot of the year.

**1992:** Again at Blackstone another annual trophy dinner, this time an overwhelming urge got the better of him to the complete surprise of the unsuspecting waitress.



*"Got Ya"*

The next was 1993, the place Symmons Plains, when we hosted the State Fun Fly, which was a very successful event run over two days.

There was a "Pilot of the Day" for each of the days and Saturday it was our Greg and Sunday it was Steve Ralph, State President of the TMAA; the picture shows the two communicating over who should get the medallion.



*"You or Me Mate"*

Well that's it for the year, I will have more from the past in February, All the best for the holiday season and a great new year in 2006

*"Sleuth"*

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*Advertisement*

# **NICK'S HOBBY SHOP**



See Nick's Hobby Shop for all your modelling needs, including model aircraft kits and supplies. We stock Sanyo batteries and can supply all sizes and types of electric flight battery packs. We also specialise in IC to electric conversions.

We sell products from most major Australian trade outlets.

We support all Tasmanian model clubs and are always willing to come and offer help and advice to those just starting out.

**Contact Nick, Joe or Barry at Nick's Hobby Shop on 6265 1332 between 8.30am and 5.00pm, for all your requirements**

**Or, e-mail your enquiries to: [pincrest@bigpond.com](mailto:pincrest@bigpond.com)**

**Nick's Hobby Shop is located at 38 Giblin Drive, Sorell Tasmania 7172.**

**Give us a try!**

## News from other clubs

**(This is an occasional column for news from other clubs - Secretaries of Tasmanian clubs please note.)**

Here is North-West Aeromodellers' Event Schedule 2005/2006. It was omitted from last month's newsletter.

<u>Date</u>	<u>Event</u>	<u>Club</u>
Sat December 31	Club Day (Old Models)	NWA
<b>2006</b>		
Sat January 14	Pattern (2)	NWA
Sat January 21	Pattern (3)	LMAC
Sat January 21	Glider & Electric Day – Don Heads	NWA
Fri January 27	Meeting – Burnie Library	NWA
Sat January 28	Twilight Club Day – Club B/Q	NWA
Sat February 11	Pattern (3)	NWA
Sat/Sun February 18 & 19	State 7 Cell Championship	LMAC
Sat February 25	Club Day – Don Heads	NWA
Sat/Sun March 18 & 19	State Pattern Championship	LMAC
Fri. March 24	Meeting – Devonport Library	NWA
Sat. March 25	Club Day (Scale)	NWA
Sat. April 1	Pattern (4)	NWA
Sat/Sun April 15 & 16	State Scale Championship (Easter)	LMAC
Sat April 29	Club Day	NWA
Sat/Sun May 6 & 7	Scale Fly – In/Ralle	PFL
Sat May 13	Scale Day & ARF Championship (1)	NWA
Sat May 20	Reserve scale day if 1 cancelled.	NWA
Sat May 20	7 Cell Electric Glider (4)	LMAC
Sat May 27	Club Day	NWA
Fri June 9	AGM – Burnie Library	NWA
Sat June 10	Pattern (5)	NWA
Sat June 17	All Models Day	LMAC
Sat June 24	Club Day (Old Models)	NWA
Sat July 8	Glider – Don Heads	NWA
Fri July 28	Meeting – Devonport Library	NWA
Sat July 29	Club Day (Scale)	NWA
Sat August 26	Club Day (Scale)	NWA
Sat September 9	President's Day	NWA
Fri September 29	Meeting - Burnie Library	NWA
Sat September 30	Club Day	NWA
Sat October 7	Old Models Day	NWA
Sat October 21	7 Cell Electric – Don Heads	NWA
Sat October 28	Club Day	NWA

Sat November 4	Pattern (1)	NWA
Fri November 17	Meeting – Devonport Library	NWA
Sat November 18	Scale day & ARF Championship (2)	NWA
Sat November 25	Club Day	NWA
Sat December 2	Reserve scale day if 2 cancelled.	NWA
Fri December 15	Annual Dinner	NWA
Sat December 16	All Models Day – Family day	NWA

## **Classified Advertisement**

### **FOR SALE**

Radio Controlled Glider and R/C Unit

**BRAND NEW - MINT CONDITION  
STILL IN ORIGINAL BOXES.**

Aeroflight "CONDOR" R/C 2.05 metre wingspan glider.

Electric motor and propellor for self-launching.

Manufactured in ready-to-fly state. Only needs to be assembled.

Ready to fly! No extras needed.

Cost retail \$400.

Plus.....

Hitec Focus 4 4-channel FM digital R/C unit. Cost retail \$270.

Will sell both for \$450 (negotiable) or will separate if desired.

Call Bob on 63273662. All hours.



## Coming Events



### LMAC Contest Calendar 2005 - 2006

Date	Event	Club	Location	Time
Sat Dec 17 <sup>th</sup>	President's Day & Christmas Party	LMAC	Symmons Plains	9.30am
Sat January 21 <sup>st</sup> 2006	Pattern Day (3)	LMAC	Symmons Plains	9.30am
Sat & Sun, Feb 18 <sup>th</sup> & 19 <sup>th</sup>	Tasmanian <u>State 7 Cell Electric Glider Championship 2006</u>	LMAC	Symmons Plains	9.00am
Sat/Sun March 18 <sup>th</sup> &19 <sup>th</sup>	Tasmanian <u>State Pattern Championship 2006</u>	LMAC	Symmons Plains	9.00am
Sat & Sun April 15 <sup>th</sup> & 16 <sup>th</sup>	Tasmanian <u>State Scale Championship 2006</u>	LMAC	Symmons Plains	9.00am
Sat May 20 <sup>th</sup>	7 Cell Electric Glider (4)	LMAC	Symmons Plains	9.30am
Sat June 17 <sup>th</sup>	All Models Day	LMAC	Symmons Plains	9.30am

**Note LMAC** Contests to be on the day specified, if the weather is not suitable then the next day Sunday. If that too is not suitable then it is cancelled and moved to the next event scheduled.

**N.B.** The committee may re-schedule the event for another time to be advised.

**LMAC Club Day is held on the first Saturday of each month**  
(HMAC first Sunday of each month)

**"Café Symmons" Operates each Contest Day and Club Day**

***LMAC invites flyers from affiliated clubs to come along and participate***

\*Does not apply during winter months: June, July and August

### COMING EVENTS for your diary!

Sat 31 December	Club Day (Old Models)	NWA
Sat 7 January	Club Day	LMAC
Sat 21 January	Pattern (3)	LMAC
Sat 21 January	Glider & Electric Day – Don Heads	NWA