

# PROP TORQUE

Official Newsletter of the  
LAUNCESTON MODEL AERO CLUB Inc.

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

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## to all from LMAC

And a



Volume 21

### DEC 2006 / JAN 2007

## **EDITORIAL:**

As you will read in the Presidents report, our search for replacement Editors has fallen on deaf ears. You might ask "why don't you continue?" I think we've done our time as Editors, from May 2001 to March 2004 and again, with Geoff Hays assistance with mailing etc, for the last 3 months. The task of Treasurer and webmaster take up a bit of time and another role might just break the camels back.

After all the work that's gone into the magazine over the years, it would be a shame to see its demise. Maybe the lack of interest is sending a message that the magazine is no longer wanted, who knows? There has been no feedback that I am aware of to determine this. Mind you, LMAC is not alone; at least 2 other clubs in the state that produce a newsletter in a magazine format have faced the same issue in the last 12 months but have survived.

We haven't been at the field of late due to some domestic commitments before an impending trip to WA. We then have family visitors arriving when we return so mid January looks like my next flight. I thought the trip was to shop at Perth RC and Models but Kerry says I got it wrong; we're visiting family for Christmas... oh well. In the meantime we have been busy in the workshop building a new flight table for my fixed wing models as access from the wheelchair to ground level with fixed wing has its difficulties. Details on page 6.

*"Put a spark in your life... Fly Electric" George*



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

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<b>Editors:</b>	<b>Position Vacant – applications invited</b>	

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# CAPTAIN'S REPORT

**Gerry de Groot**

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Hello All

This is the final Captain's Report for 2006; the next one will be in the February 2007 issue, since this is the combined December and January issue. In other words, the LMAC 'office-bearers and servants' are all taking a well-earned rest over the holiday period. There is not a lot to report this time, especially since I have managed to do little flying of late. There seem to be so many other things to do at this time of the year, all of which are important in their own way.

**Helicopters:** New helicopter rules were finalised at the last Committee meeting for inclusion into the club's Safety Rules. The new rules will take effect from 1 January 2007.

**Club mower:** There appears to be some anxiety about the club mower and its ability to continue to perform, with comments and suggestions coming from various quarters. Although we have spent some money on maintenance recently, the mower continues to operate satisfactorily. The Committee's decision not to replace the mower just yet will stand for the time being, but the situation is being kept under review.

**Radio equipment:** MAAA has now approved a spread-spectrum radio system operating on 2.4GHz for use as a "full-range" radio system. Previously this type of system was only suitable for indoor or backyard flying. For those that don't know, the advantage of this system is that no frequency key is required, since it automatically selects free channels and operates on those. Before you rush out and buy one, take a good look at what is offered and whether you really need it. It is worth remembering that a lot of what passes for radio interference can be put down to poor radio practice (like installing the antenna alongside metal pushrods) or poor maintenance (like not replacing your airborne flight battery regularly; after all the cells do not last forever. Depending on your charging regime, they might only be good for a few hundred charge/discharge cycles.)

**Propeller maintenance:** It is not unusual to see pilots returning a model to the air straight after a nose-over or a hard landing, without so much as a quick look at the propeller. The risks are worse now since the ground is so hard due to the dry weather. Take a moment to inspect your prop; look for nicks and scratches that could cause a concentration of stress, leading to failure. In any case, at all times try to start your engine at the lowest throttle that will give reliable starting. Get behind the prop as soon as you can after starting your engine to make tuning adjustments, etc. Never run the engine at high speed while in front of the prop disk – it's asking for trouble!

A very happy Christmas and a safe and prosperous New Year to all.

Gerry





# SECRETARY'S REPORT

**Geoff Hays**

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Well here we are at the end of another calendar year again; we say where has it gone?

But when we look back on the year that was, haven't we come a long way since January in the form of things happening, some good and some not so good.

Whilst I do not want to rehash the year past it does perhaps deserve mentioning a few of those things. Like our hassles with the flying field and all the associated problems that went with it.

But when you reflect on the outcome that we now enjoy, maybe we needed to have those hassles to get what we now have. We have been at Symmons Plains now since 1987, 19 years and our flying facilities are possibly better now than they were then, even though they were at that time a lot better than we had on our previous site at Logan.

We also have had our ups and downs with the general running of the Club from all facets, but like all groups of humans who mix together we are no exception to the problems and joys that groups have.

We now have a keen group, flying Helicopters, some thing that this club has not had till now and this too has brought with it a new set of circumstances to deal with. Your committee has been working through this issue now for some while in conjunction with those who fly these types of aircraft. And we have now arrived at the stage of finally introducing a basic set of rules to be observed by those who fly model aircraft at LMAC's field "Symmons Plains".

Our club rules as found in the blue folder in the clubhouse contains the amended rules for the flying of Helicopters, and all members are urged to peruse them so as to understand what must be done in flying both fixed wing and heli's.

If any member would like to have a copy of these amended rules I can oblige by either a hard copy or e-mail just contact me on phone or e-mail.

**January Club Day Canteen is cancelled, so bring your own lunch if you want to eat.**

Well I have nearly said my bit for now but I would like to mention a few interesting birthdays for December amongst some of our members.

Did you know that Merv and Kevin share the same birthday 19<sup>th</sup> December, (*What a party they could have*), Then there is George who has his big day on Christmas day. Then Max is on the 28<sup>th</sup> and Tony Gray brings up the field on the 30<sup>th</sup>; We say a great big happy birthday to each of them and trust that there will be many more to come and great flying in 07. I would like to take this opportunity to wish all our members and members of the Tasmanian Aeromodelling fraternity a very merry Christmas and a happy and prosperous New Year ahead.

***FINALLY—Success is not what you have ... it is not what you do...  
It is who you are***

Happy landings all

Geoff.



# CONTEST DIRECTOR'S REPORT

**Andrew McEntyre**

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Hello Everyone,

We are at the end of another year; it doesn't seem that long ago I was saying the same thing. Although so far it has not been a good year as to the number of contests mainly due to weather and other circumstances. In the New Year our first contest is Pattern on January 20<sup>th</sup>

I would like to get a better idea of numbers for this event, as in the past there has not been sufficient numbers to compete. We have a number of new members that have shown interest in competing. I would ask any member interested in Pattern flying to let me know well before January 20<sup>th</sup> so I can get some idea of the total numbers. If you have a sports model and with a little practice you will be able to do very well. The starting point is Novice which can be flown by all Bronze wing rated pilots. If you're a Gold wing rated pilot you will need to start with Sportsman schedule. For those just starting out with Pattern flying just ask for a copy of the schedule of procedures for all classes. Although this is round two of the contest calendar we are hoping for good weather and it is a good time to start for those interested.

The Fun Fly event held on Saturday 16<sup>th</sup> was supported by around 20 members and guests. Tony Gray from Hobart arrived in style flying his Sky Fox ultra light form his home and landing at the field just in time to be involved in the fun Fly. I was a little concerned how the Sky Fox would handle some of the tricks, but Tony had also brought a model with him. The weather was fine and sunny with a slight breeze that did gust at times making some tasks a little harder than expected. Tony Gray junior had some radio problem losing control of his model on the first flight and took no further part in the day.

The first event was a Carrier Deck landing with most completing with no problems. Derrick Beresford won this event with the best belly flop landing I have seen for some time. Then came a harder task to fly under the limbo line and do three consecutive loops under and over the line. Most of us tried this one without success, although the flying wings looked like they may have the edge. Darren Beresford came into his first loop looking good up and over the top. But not enough up at bottom to stop the ground coming to the model what a crash; bad luck Darren. Steven Reece with his 3D model won the event. Next we had the spot landing challenge hotly contested by Greg and Jacques twice landing equal distance from the spot with their flying wings. After a third fly off Greg won only by centimeters Jacques second both receiving prizes.

The Bomb drop was the last event with only a couple having a go as the wind had become stronger with Kevin Hay winning this event. We also had the lolly drop with only the two Daniels to take the lot. I think the day was a great success and I hope all that attended enjoyed it, and I had been asked to hold another Fun Fly day in the New Year.

I would like to wish everyone a very Merry Christmas and New Year and safe driving and flying over the holiday period.

Andrew.



# Flight Table

Flight tables at LMAC are at a premium. It's a bit like trying to find a parking spot in town in the week before Christmas. You need to be first at the field with the early birds or bring your own! I won't beat the early birds so I decided to build my own. With some basic woodworking skills and a very willing assistant in Kerry, we could do it. The criteria set was -

- A work height that would be suitable for me (given I'm in a wheelchair)
- The ability to restrain the model on the table.
- Space to put tools etc.
- Robust and heavy enough not to get airborne in some of the strong wind gusts we can experience and also to allow a motor to be started and run up without the need for another pair of hands.

After a bit of research I found a magazine article in the UK magazine RCM&E (February 2003). It met all of the criteria, was robust and looked within my building skills. It was then off to Gunns to buy the timber. The plan recommended rough sawn treated pine but the price for fineline was not much dearer and it would be easier to work with. This meant adjusting the timber measurements to allow for dressed timber. No problems. With Kerry ably helping when things were out of my reach we cut all the timber to size and assembled the unit. It wasn't completely without drama. When the legs were on we realized it wouldn't go through the workshop door (unless it was manhandled like a table on its side). Luckily everything was screwed (in the correct sense) and a little disassembly got it out the door and rebuilt in the carport. Here is a picture of the finished table. To assist when mowing we also added some wheels so it can easily be moved by one

person. We'll be taking it down to the field on our return from WA.

Timber cost was \$90+/- plus screws would probably take it to a little over \$100. Maybe when we're thinking of a club project, how about something like this? In the original article, the Meroke R/C Club in Long Island NY, built 6 of them. These were well received by members as the club investment benefited all members, increased safety and made life a bit more comfortable when working on their models.

So what do you think? Build 1 or 2 a year and before long wet knees and crouching over a model will be a thing of the past. Give me a call if you want any more information.



In the meantime, have a Merry Christmas and a Happy, Prosperous and Healthy New Year!  
..... George & Kerry

# Photo Corner

*Annual Dinner – November 24.*



Jill & Peter Steer – You can't wipe that smile off Peter's face.



Jo and Craig Homan look like they're enjoying the night.



Greg & Alice Robertson celebrated Alice's birthday too.



Kevin & Leanne Hay – fighting over another of Kevin's trophies.

Robin & Andrew McEntyre – Andrew having a laugh at the photographers comment.





.....  
: Nara, Daniel and Marina  
: Tatemsapya – nice to see the  
: whole family enjoying the night.  
: .....



.....  
: Kerry Carnie & Merv Cameron –  
: Merv has a knack of attracting all  
: the girls.  
: .....



.....  
: Gerry de Groot presenting Peter  
: Kidson with his trophy – Peter  
: didn't stop smiling all night!  
: .....

The Annual Dinner/Christmas function was held at the Centennial Hotel which for many years has hosted our functions. It is a pleasant atmosphere and with all the aircraft memorabilia adorning the room it presents an ideal backdrop for our functions. Geoff Hays did a good job of emceeing the night and kept us all entertained with his jokes and seemingly endless raffle prizes. Alice Robertson surprised no-one by taking out the first raffle prizes. I'd be buying a Lotto ticket every week Alice. The Kidson/Carnie table did well also with 3 raffle prizes being won! Kevin Hay had us all in fits of laughter passing around his mobile phone with some very amusing messages.

Talking of Kevin Hay, as you all know Kevin has some of the best, if not the best, prepared models in the club. He decided he'd give some nice touches to his Tx as well. On a recent trip to the mainland he saw a bargain box of Tx control sticks for his Futaba but what caught his eye were the gold sticks. "They'll look great on my Futaba" he told Merv so promptly bought them. Next event the Fun Fly and Kevin turns up with his newly adorned transmitter. Next move was to get ready to fly but the new sticks caused a problem – the throttle wasn't working – could the gold have caused interference???" "No" says Merv, "you silly #\$\$@@%\*, you've got my Tx which also has gold sticks". Sometimes it pays to be different Kev.





# Newsletter

NO. 6/2006

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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 advised that recently the following documents in the Manual of Procedures were updated.

MOP006 – Appointment & Re-registration of Inspectors  
MOP008 – Close Fields Operation Procedure & Policy  
MOP019 – Display Procedure  
MOP024 – International Teams Procedure  
MOP027 – Guidelines for the Awards of Wings  
MOP053 – Frequency Synthesised Equipment Policy  
MOP055 – Alcohol & Drug & Medical Condition Policy  
MOP058 – 2.4GHz Equipment Policy  
MOP059 – Indoor Flying Policy – New document  
MOP060 – Interference Policy – New document  
Form MAAA017 – Flight Requirements for Gold Wings  
Form MAAA017 – Flight Requirements for Gold Glider Wings  
Form MAAA017 – Flight Requirements for Gold Helicopter Wings

## Addition to the List of Approved 2.4Ghz Equipment

As noted above MOP058 – 2.4GHz Equipment Policy has been amended to include the newly released 2.4GHZ Spectrum DX7 radio system.

Please note that the following note applicable to 2.4Ghz operations was added to the Policy; Because of the wavelength of the radiated signal from the transmitter to the receiver, there is more likely to be interference caused by metal or carbon fibre components in the airframe than with the lower frequencies used up to now. Whilst the technology may overcome the interference to some extent the user has to be aware of the possibility of "on board" generated interference. In the event that the airframe contains either significant amounts of carbon fibre or metal, or if the modeller suspects there might be a problem, then testing the range in various directions from the model whilst on the ground and comparing the range with the same antenna arrangement, at the same height and orientations, but outside the model is a wise precaution.

Please read the entire MOP058 document to get a better understanding of the operations, restrictions and possible limitations of the various 2.4GHz equipment.

## Frequency Synthesized Radio Control Equipment.

Equipment of this type is now available in Australia and its use is likely to increase dramatically over a very short time. Transmitters of this type do not use a specific crystal to determine the operating frequency. The M.A.A.A. Frequency Sub-Committee has produced a policy/procedure (MOP053) to enable them to be safely used at our fields as well as how Testing Stations should certify them. Any one involved with the use of these should get the full information from the Manual of Procedures part on the M.A.A.A. Web Site. The key principle is that they should not be allowed to transmit until the specific frequency has been reserved on the keyboard, as is the case with a crystal-controlled transmitter. Because of the possibility of

mistakes being made due to lack of familiarity with the new technology those who get this equipment have to be more than normally careful to ensure that they know what is required and then follow it.

### **Mass of Electric Models with respect to Heavy Model Permits.**

The question has been asked, with respect to the classification of a Heavy Model, is the mass of an electric model with or without the batteries. As required by M.A.A.A. rules, all model aircraft with a mass greater than 7Kgs, dry, ie without fuel, is required to have a Permit to Fly. An M.A.A.A. Heavy Model Inspector issues this permit.

The M.A.A.A. Policy with respect to the "dry mass" of an electric powered model is that it includes the mass of the battery used to power the model in flight.

The rationale behind this policy is that the battery is considered to be the fuel tank, and the electrons the fuel. The mass of the fuel tank, even though it is empty, (or uncharged) is included in the "dry" mass of the aircraft.

### **Heavy Model & Gas Turbine Permits**

Members are reminded that model permits to fly only last 3 years. It is their responsibility to arrange a renewal of the permit with an M.A.A.A. Inspector before the permit expires.

### **World & Australian Records**

The FAI has recently ratified a world record for F5-S (Aeroplane, electric motor- rechargeable sources of current) #174 Distance to goal & return of 142.8kms set by Ray Cooper of Victoria. This is also an Australian record so well done Ray.

Chris Callow also set another world record of 56.9 at the 2005 World F3D Championships.

Australian Records; The following Australian records have recently been set.

Robert Fry - Control Line Speed – Stock Jet of 230.58 kph.

Ranjit Phelan - QM Pylon - 56.1secs.

Robin Hiern - Australian Combined Speed Class 4 - 12.45secs – 289.16kph

Congratulations to those modellers for their great efforts.

### **2007 M.A.A.A. Council Conference**

The 2007 M.A.A.A. Council Conference will be held in Brisbane on May 27<sup>th</sup> and 28<sup>th</sup> 2007. The scheduled location is the Virginia Palms International. Members are welcome to attend to observe the Council meeting.

### **New M.A.A.A. National Special Interest Group.**

The M.A.A.A. have recognised the Australian Scale Aerobatics Association (ASAA) as the National Special Interest Group for Large Scale Aerobatics. For those that are seeking information about Large Scale Aerobatics I am sure that if you contact the ASAA they will be able to answer any questions about getting into this fast growing aspect of our great sport.

The ASAA web site is; [www.scaleaeros.com.au](http://www.scaleaeros.com.au)

### **New M.A.A.A. Technical Sub-committee**

The M.A.A.A. Council at their 2006 meeting approved of the formation of a technical sub-committee for Large Scale Racing. State Associations have been requested to advise the M.A.A.A. of their representatives for the sub-committee. It is expected that the sub-committee will be up and running by early 2007. Once it is formed they will be responsible for recommending the rules etc of this specialised discipline. If you would like to get involved with this exciting aspect of modelling please contact your State Association who will be able to direct you to your State representative.

### **Flight Proficiency Wings for Glider and Helicopter**

The M.A.A.A. now has Flight Proficiency Wings available for Glider and Helicopter. The Glider wings have a small "G" and the Helicopter a small "H" above the centre badge to designate the discipline of the wings. The current plain wings will remain as for Fixed Wing Powered flight.

The new "G" and "H" wings are available from your State Association. It is expected that your State Association will swap "plain" (Power flight) wings over to the "G: or "H" wings that you are entitled to free of charge. If you have lost your wings then there is a charge of \$6-00 for replacement ones.

Please contact your State Association for details of how to obtain the new wings.

## Team Trials

### **2008 Control Line World Championships**

A multi team trials proposal has been approved by the M.A.A.A. Executive for selection of the team for the 2008 Control Line World Championships to be held in France in 2008. The events included in the multi team trials are;

SA State Championships – Monarto. March 2007  
Vic. State Championships – Melbourne Easter 2007  
6,7,8 & 9th of April 2007 with the FAI events being on 6, 7 & 8<sup>th</sup>.  
F2C on 6 & 7th, F2A on 7th at Frankston, F2B & F2D on the 8th at Knox.  
Qld. State Championships – Venue & date to be advised.  
NSW State Championships – Venue to be advised October 2007  
WA State Championships - Venue & date to be advised.

Please contact your CL Special Interest Group for further information.

### **2008 Free Flight Trans Tasman**

A multi team trials proposal has been approved by the M.A.A.A. Executive for selection of the team for the 2008 Trans Tasman Free Flight competition to be held in the autumn of 2008 at Narrandera NSW.

The approved trial system is;

The best three scores from the various State Champs, AFFS Champs and one Overseas competition will be used as a basis for selecting during the period 1<sup>st</sup> May 2007 to 30<sup>th</sup> November 2007 with the exception that the AFFS Free Flight Championships scheduled for April 6th to April 9th 2007 is also included.

For details, dates and locations of team trial events contact your state free flight special interest group.

## Safety

I am still receiving reports of accidents where members are still getting their fingers and other body parts into the path of propellers. Several of these have been very serious with resultant permanent loss of movement and/or feeling. Please be extremely careful around propellers. Do not distract anyone when they are near a motor. Do all adjustment from behind the model, there is no need to reach over a spinning propeller and make sure that you have low throttle set when starting the engine. Several if the incidents have occurred because the engine was started with the wrong model selected and although the throttle stick was in the low position, with the wrong model selected the throttle was actually at maximum.

Let's have an accident free 2007.



## **Positions Vacant!**

### **LMAC Needs A New Editor for Prop Torque!**

One last effort to attract an editor.....

Duties include the preparation of the newsletter each month so it can be delivered to the membership before the end of the month.

Although the editors have been responsible for stapling, folding and posting newsletters up to now, this is about to change. From now on the Secretary will be taking over these duties, which means the editor(s) only need to produce the newsletter and arrange for printing. At that point the Secretary will take over.

Qualifications for the position include a keen interest in the club's life and activities. A computer is necessary, with access to the Internet. Basic software for word processing and editing photos is required. The present editors use Microsoft Word to produce the newsletter document and ACDSee 6.0 for manipulating photos. Once you get into it, the job of newsletter editor is a very rewarding one and you will have the satisfaction of doing a job that is one of the club's core activities.

So how about it? Have a go! Let any member of the Committee know that you are prepared to take it on. We will help you all we can.



### LMAC Contest Calendar 2006 - 2007

Date	Event	Club	Location	Time
Sat 20 Jan	Pattern Day 2	LMAC	Symmons Plains	9.30am
Sat 17Feb	7 Cell Electric Glider 2	LMAC	Symmons Plains	9.30am
Sat 24 Mar	Event TBA	LMAC	Symmons Plains	9.30am
Sat 21 April	Scale Day 2	LMAC	Symmons Plains	9.30am
Sat 19 May	Event TBA	LMAC	Symmons Plains	9.30am
Sat 23 June	Fun Fly Event	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)

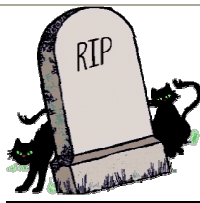
**“Café Symmons” Sausage Sizzle Operates each Contest Day and Club Day**  
 (not Jan 6, 2007)

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

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

### COMING EVENTS for your Diary!

Sat 6 Jan	Club Day	No Canteen
Sat 20 Jan	Pattern Day 2	Symmons Plains
Sat 17 Feb	7 Cell Electric Glider 2	Symmons Plains



**Prop Torque**

*Died December 2006 or to be resurrected?*