

# PROP TORQUE

Official Newsletter of the  
LAUNCESTON MODEL AERO CLUB Inc.

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

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Peter Daniel and free flight model at the Scramble on 16 September.  
See Contest Report for placings. Wiggins photo

Volume 21

# SEPTEMBER 2006

## **EDITORIAL:**

Welcome to the September edition of Prop Torque. Unfortunately this will be our last issue as editors of *Prop Torque*. Due to increased responsibilities at work (we both work in the same firm) we have reluctantly decided that we need to pass the baton to someone else as quickly as possible to free up the time we have been spending on the club newsletter. Note that the Committee will be responsible for producing the next newsletter as a temporary measure until a new editor can be found.

We are pleased that the newsletter has been appreciated while we have had responsibility for it. We have endeavoured to maintain a standard and format for Prop Torque that reflects the aims and interests of the club.

Many things have changed, including the loss of advertising (and revenue from advertisers), which have meant that we have had to try to reduce publication and mailing costs. A number of our members now receive Prop Torque by e-mail. Many more could do so, judging by the number with e-mail addresses, as noted on renewal forms. So if you are happy to receive the newsletter by e-mail, please let the Secretary know (by e-mail!).

Elsewhere in the magazine you will see a "positions vacant" notice for the position of newsletter editor(s). You will see there that the arrangements for actually publishing the newsletter will change from here on, making it easier for future editors to carry out their job. So, if you are able to help the club out in this important role, please let the Committee know as soon as you can.

Finally, we would like to thank everyone for the support shown to us as editors; this includes the contributions made during our term, without which the newsletter would be a much poorer affair.

Gerry and Virginia de Groot, Editors

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# CAPTAIN'S REPORT

**Gerry de Groot**

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Hello Everyone

Looking back, this column has often started with, or at least included, comments regarding the weather. And why not! Weather is our staple; without good weather our flying is limited indeed. We are certainly having our share of wet and windy weather at the moment.

As our flying members agree (at least most of them do), the new flight line is working extremely well. With the recent windy conditions, it has been a welcome change to be able to (generally) take off and land directly into wind.

The new safety fence looks very smart and our thanks to all those members that helped out with erecting the fence. By the way, it may not be common knowledge, but *all the materials for the fence were kindly donated by George and Kerry Carnie*. As someone who also owns a few acres, I know the cost of fencing materials only too well. So thanks George and Kerry.

The committee has been working on how best to combine helicopter operations with those of fixed wing aircraft. A set of rules is being drafted and will be considered at the next Committee meeting.

A brief comment on the Free Flight and Old Timer (FFOT) Competition: What a day! Admittedly the Free Flight scramble became a shamble because of strengthening wind early on, but later on the wind eased for the Old Timer part and made it a totally awesome day. Our visitors from HMAAC including Mike Hawkins – diesel-powered Junior 60, Jamie Sheehan with his electric-powered reduced scale Eros and Tony Gray Sen. – all sorts of models(!), thought it was a fantastic day. Surely a time to be remembered.

Finally, I would like to recognise an achievement that should put all us (older) Bronze Wing pilots to shame – one of our Junior members, Daniel Walters, has achieved his Gold Wings, *and he is only nine years of age!* Congratulations Daniel.

I look forward to seeing you all at the flying field.

Gerry

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On Flying:

Every takeoff is optional. Every landing is mandatory. *Anon.*



# SECRETARY'S REPORT

## Geoff Hays

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Hi Everyone

Well here we are again, and for those who are old enough to remember I have done a Macarthur and returned from my travels on the Big Island.

When I left here in mid July it was not very warm but neither were the areas of Dubbo, Bathurst, and Lithgow, where I was with my son and grandson, Kart racing; minus 6 degrees most mornings. But that was offset by the winning of both weekends racing by Christopher my grandson. (*Most pleasing*).

I spent a very enjoyable week with Kevin Swiggs and his wife Lyn in Darwin, the temperature range was low 18 degrees at night to 30-37 degrees daytime hot and dry.

The highlight of my stay there was surely the full day trip in a Cessna 210 to Katherine Gorge and Kakadu. With an open helicopter flight up and down the 12 kms of the Gorge, then on to Kakadu and the barge excursion on the South Alligator river to experience the bird and plant life and say hello to many crocs.

Great stuff, most enjoyable. Anyhow it was great to get back and see the developments at the field, the members did a great job of realigning the strip for which the club had the approval from the MAAA. The new barrier fence is in place and it looks great.

Let us sincerely hope all that is now firmly put to bed and tucked in very tight. We now need to sort out the pros and cons of combining the Helicopters and fixed wing flying so as to co-habit the main strip, where the control of flying operations can only be done safely. ***It can be done! If we all agree to what is required and practice some give and take with common sense the new can make it happen.*** The mixing of these aircraft has and still is a problem in many clubs, but I for one believe that LMAC can be the exception. But we the members will all have to adhere to what we ultimately agree on and not step outside the boundaries otherwise it will **not** work. But I do believe that our members are big enough to understand and make it happen.

In my last report in July's newsletter, I said that we had 38 financial members – well, we now have 46. We lost 8 members from last year's list, and we have picked up some new ones by way of associate members that are full members of another club. We have gained some new first time members; the latest is Darren Beresford, Darren is from SA where he had been an aeromodeller some years ago.

We welcome him to our club please make yourself known to Darren when on the field.

Canteen: The committee was notified of Robin McEntyre's inability to continue as canteen coordinator. Robin, as many will know, has been experiencing health problems and we wish her well and thank her for her efforts while she filled this position. Until a replacement coordinator is appointed, the committee will assume responsibility for the Canteen; the tasks of bringing food (sausages for the time being) and cooking it will be shared amongst the committee and volunteers. Canteen will continue to be held on Club days and contest days only.

Club Annual Dinner: As most members would be aware this has usually been held somewhere around July. But for many reasons this has not been possible this year, it has not been overlooked and a decision will most likely be made at our next committee meeting as to when and where.

Flying Strip: No we are not about to move it again, quite the contrary. Spring has sprung and the grass it does grow and grow and grow at this time of year. For us pilots of small aircraft too long is just not good, and at the moment the strip surface and grass length is coming along very nicely, thanks to our diligent groundsman Cliff Walters. Cliff takes a keen interest in making sure it is just right for us to use, and he does this on Thursday or Friday mornings between 10am and noon.

Of course this is dependent on what the weather is at the time.

Now what all this is leading up to is that mowing takes priority over flying during this period. If any member wishes to go and fly on Thursday or Friday between these times then please call Cliff first to see which day he will be mowing, or go in the afternoon when it is finished. Cliff's numbers are: 6344 9931 (home) and 0417 566 254 (mobile). Thank you for your courtesy in this matter.

World Competitions: We have had notice from the MAAA that the Australian Team came 2nd at the world control line championships in the F2C (Teams race).

David Hobby, who many modellers would have heard of, has again won the F3J world championships at Martin in the Slovak Republic. Web site for details are [www.rcmklub.sk/](http://www.rcmklub.sk/). Currently the MAAA has 2 world champions in David Hobby in F3J and Chris Callow in F3D.

I have finally found a place to call home after 4 months elsewhere; my new address is 27 Cornwall Crescent Newnham 7248 my phone numbers are as at the head of this report.

Well that about wraps it up for me for this month so as always

Happy Landings All

Geoff.





# CONTEST DIRECTOR'S REPORT

## Andrew McEntyre

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Hello Everyone

Well it's good to be back this month with some contest results, not like last month when the weather canned our Scale Day. As many have noticed, the new strip alignment is in place and it seems that all are very happy, with the strip looking really good. I must admit it was very pleasing to have a large number at the club on Saturday for the Free Flight and Old Timer Day. It's not hard to understand why there were so many at the club as the weather was perfect for both events. Tim Sydes started the day by losing a model in the pine trees before the competition started. Just as well Tim had a second model to start the comp with, but on his second flight this model also ended up in the same row of pine trees. Bad luck Tim! Both models were recovered undamaged. The Free Flight comp got underway around 9.20 with 4 members competing with all the fun and games you would expect in the free flight comp. I had to reduce the flight time from 1 hour in half due to increased wind conditions and many models ending up way down south.

1 <sup>st</sup> Tony Gray	12 Flights	516 points
2 <sup>nd</sup> Peter Daniels	6 Flights	499 points
3 <sup>rd</sup> Tony Gray (J)	6 Flights	333 points
4 <sup>th</sup> Tim Sydes	2 Flights	160 points

The Old Timer event started mid morning and with such a good roll up, I changed the format by not having a timed event; more like a Fly-In. It was good to see Mike Hawkins and Tony Gray make the trip from Hobart. I feel this has been one of the best Old Timer events that we have held for some time, mainly due to the excellent weather and attendance. Competitors on the day included Greg Robertson, Jacques Wakae, Gerry DeGroot, Tony Gray, Mike Hawkins and Andrew McEntyre. Just before the lunch break tickets were drawn; 1<sup>st</sup> went to Mike Hawkins, 2<sup>nd</sup> to Tony Gray and 3<sup>rd</sup> to Gerry de Groot. Thanks to Ian Campbell for looking after the tickets and also Debbie and Daniel Walters. Because of the number of members and visitors I only ran the Old Timer event until lunch time which allowed ample time for all to enjoy the great flying weather in the afternoon. Take a look at the website for the pics that George and Max have compiled - they look really good. Many thanks as always to the canteen ladies and helpers for providing a great sausage sizzle.

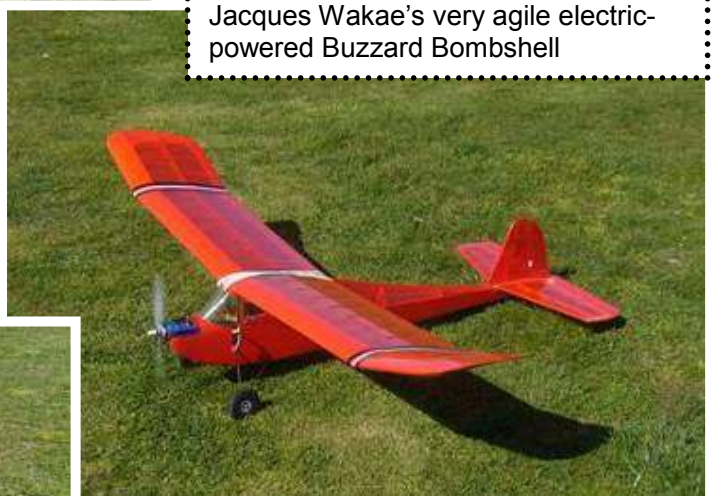
Andrew

# Photo Corner

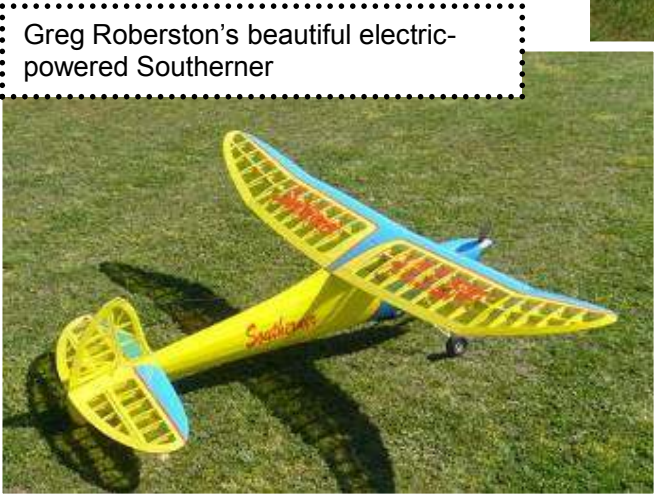
The following is a selection of photos taken during the Old Timer Competition, courtesy of Max Wiggins. For a full photographic record, see the LMAC website on [www.lmacrc.com](http://www.lmacrc.com)



Tony Gray (sen) checking model with Ian Campbell looking on



Jacques Wakae's very agile electric-powered Buzzard Bombshell



Greg Roberston's beautiful electric-powered Southerner



OT Fliers: (L-R) Greg Robertson, Jacques Wakae, Gerry de Groot, Andrew McEntyre (kneeling), Mike Hawkins and Tony Gray. (Daniel Walters holding Tony's Miss America)

# **Positions Vacant!**

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

The present editors, Gerry and Virginia de Groot, are unable to continue producing Prop Torque and the club urgently requires a new editor (or editors).

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 is an equal opportunity employer and a smoke-free workplace!

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## **Update from the MAAA regarding Procedures (per Garry Anderson):**

The following MOP's have been released or updated and are on the MAAA website:

006 Appointment and reappointment of inspector procedure.

008 Close field operation policy and procedure.

019 Display Procedure.

024 International teams procedure.

027 Guidelines for the award of wings.

053 Frequency synthesised equipment policy.

055 Alcohol, drugs and medical condition policy.

059 Indoor flying policy and guidelines.

060 Interference policy.

Statement of rules and bylaws.

CASA part 101.

Note: All members are required to know the rules and they sign their member cards acknowledging this; so please advise your members of the changes, it's up to them to follow up and read the documentation.



(The following article was passed on by Max Wiggins from Kevin Swiggs)

## Now this is what I call a Big Boys' Toy!



This 1/9th scale radio-controlled **C-17 Globemaster III** was built in the United Kingdom as the centrepiece of a UK television series. It is one of the largest jet models in the world today and to date has had about 20 flights.

It took a year to build with the aid of three friends, uses 4 Jetcat P-120 turbines giving a total thrust of 108 lbs. The model weighs over 250 lbs fuelled, and carries 12.5 litres (3.3 US gallons) of 95% kerosene and 5% turbine oil fuel. Other details include 5 Futaba PCM receivers, 16 battery packs (93 cells), 20 Futaba servos, on board air compressor, electro/pneumatic retracts, etc. It comes complete with retractable landing gear and pneumatically operated flaps.

The four builders are shown in the image above. Colin Straus is at the nose of the aircraft. Wingspan is 20 feet 8 inches, and the top of the fin is 74 inches (6 feet 2 inches) above the ground. The rear cargo doors open and they drop an r/c jeep on a pallet, as well as 2 freefall r/c parachutists.

Built mainly from balsa and ply, with many glass and carbon fibre mouldings to reduce weight, the model is covered in fibreglass and epoxy resin. It has smoke systems on both inboard turbines. It uses a 2.4 GHz downlink to send real-time data to a laptop computer on the ground while in flight; this data includes airspeed, turbine RPM, EGT, fuel consumption, etc.



MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA Inc.

## ***60th AUSTRALIAN MODEL AIRCRAFT CHAMPIONSHIPS***



### VENUE

The National Championships are being held in the Albury Wodonga district. The Registration Centre, Control Line sites and the R/C fields are in the North Albury and Wodonga area and the Free Flight field is 30 kilometres south of Wodonga.

### DATE

The Nationals will commence with registration day on Thursday 28th December 2006 and conclude on Saturday 4th January 2007. A New Years Eve function will be held at the Twin Cities Field and special get together dinner will be held on Tuesday 2nd January 2007 at the Commercial Club.

### ENTRIES

1. Entries will only be accepted on the official entry form, or photocopy.
2. **In team events, each team member must pay an entry fee. Also, every competitor and team member must pay an administration fee and be a member of the MAAA.** All members assisting, as a mechanic/caller in events not listed as a Team Event must be current MAAA member.
3. A junior is a person whose 18<sup>th</sup> birthday falls on or after 1st January 2007.
4. Normal administration and entry fees will be paid for entries post-marked up to 30th November 2006.
5. Late entries will be accepted up to 6:00pm. Saturday 28th December 2006 at the Administration Centre but a double Administration Fee shall apply.
6. A receipt will be sent out close to the Nationals with a location map of the Registration Centre.
7. Refunds of entry fees will be made up to 30th November 2006. Thereafter no refunds are possible. The administration fee is not refundable.

### RULES

The rules to be used are those as published in the current Australian Rules Book June 2006. Special events will be run to V.M.A.A. Inc published rules for unofficial events. The FAI Sporting Code for International Rules as effective from January 2006 plus "Safety Rules advised by the F.A.I. shall also be put into affect."

Rules for unofficial events can be obtained by sending a stamped, self-addressed envelope with your entry form, together with your request.

- AUS Numbers must be shown on aircraft, excluding scale models.
- In R.C. Aerobatics Scale Aerobatics and Helicopter - A competitor may enter in only one class.
- A single aircraft may be flown by only one competitor in any event.
- A scale model can be entered in only one scale event at the National Championships.

- Competitors who arrive late will miss out on all completed rounds of the contest.
- BAD SPORTSMANSHIP will not be tolerated.
- R/C Pylon Events - Please provide details of callers/mechanics for all pylon events although they are only classified as TEAM MEMBERS for F3D.
- F3B Glider battery rules as per Open Thermal rules.

## REGISTRATION DAY

The Registration Centre will be at the Albury Stadium, North Street Albury. A location map will be sent out with Registration receipts and will also be available from the Albury information Centre.

It is preferred that all entrants register on Registration Day, Saturday 28<sup>th</sup> December 2006, however at the very latest entrants must register at least the day before their event is to be flown, however all entries must be received by 28<sup>th</sup> Dec.

**CONTEST DIRECTOR's** briefing will be at 8:00 p.m. on 28th December 2006, at the Administration Centre.

**PROCESSING** of R/C Pylon, all CL racing models and weighing of Old Timer Texaco and 38'Antique models will be at the Administration Centre on Registration Day. It is the competitors' responsibility to ensure that their models are available for processing on that day.

**Old Timer** - The first four placegetters in all other O.T. events will be processed at the field, immediately following the conclusion of the event. These competitors will be required to present plans of their models to the CD. Therefore ALL competitors are required to bring their construction plans.

**R.C. Pylon** - The four top placegetters will have their models processed immediately after the events.

**STATIC JUDGING** for all scale models will be held at the Twin Cities Club Field on Tuesday 2nd January 2007.

**FREQUENCIES** to be used are only those approved by the MAAA and all transmissions will be of 20 Khz separation using two-inch keys.

**TRANSMITTER CHECKS** will be performed at the Administration and checked by CD's at events. All transmitters must be checked. Those not having valid stickers on their radio equipment will have to pay for equipment certification at the current rate.

**RADIO CERTIFICATION facility will be available at the Registration Centre but only on Thursday 28<sup>th</sup> December 2006**

**Current FAI licences** must be shown on registration day.

Entrants **must** present permits to fly for models over 7 kilograms.

## NOISE LEVELS

Normal EPA requirements will apply in areas close to residential areas.

## NEW YEARS EVE FUNCTION

This Function will be held at the Twin Cities Club Field.





### LMAC Contest Calendar 2006 - 2007

Date	Event	Club	Location	Time
Sat 16 Sept	Free Flight & Old Timer Day 2	LMAC	Symmons Plains	9.00am
Sat 21 Oct	7 Cell Electric Glider 1	LMAC	Symmons Plains	9.30am
Sat 11 Nov	Pattern Day 1	LMAC	Symmons Plains	9.30am
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” 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 7 October	Club Day	Symmons Plains
Sat 21 Oct (9:30am)	7 Cell Electric Glider - Round 1	Symmons Plains