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# PROP TORQUE



ALL I WANT FOR CHRISTMAS IS ANOTHER PLANE!!!

Official Newsletter of the...

LAUNCESTON MODEL AERO CLUB Inc.

VOLUME 20

## DECEMBER 2004

## JANUARY 2005





# CAPTAIN'S REPORT

## DEC/JAN 04/05

PH: 63695142 email: [degroot@tassie.net.au](mailto:degroot@tassie.net.au)

Hello Everyone

Well, Christmas is just around the corner; another year has almost gone. Some people say that time seems to go ever more quickly, with less of it available for doing the things they want to do. While this may be true, there are also generally more choices and opportunities open to us, and since we cannot do everything we want in this life, there is a constant pressure to make decisions. By and large, we are fortunate to be so well off, even if it means being busier than we might like. It is sobering to think that while we are busy making choices over what Santa will bring us or our children, there are many in the world for whom basic freedoms and three square meals a day are the main priority.

While on the subject of time, I am always impressed by the simplicity and power of the "Just like that" road safety message (even if the message doesn't always appear to work). For me it underscores how little time it takes for an accident to happen. but it can also be taken in a positive way: think how little time it takes to do the necessary things that can prevent an accident. For example, how long does it take to check the clevises on the controls, or how long does it take to check your frequency and put the key in board before turning on? How long does it take to check that your motor is secure on its mounting? All these things can be done "just like that".

At the last Committee meeting we discussed our safety rules and how to better communicate safety issues to you, the membership. Safety is generally covered in the regular columns in the newsletter, but from now on a new column called "Safety News" will bring you all the latest news on safety and related issues. This was brought about because of two important additions to our safety rules: operation when full-sized aircraft are in the vicinity, and separation between pilots standing on the flight line and their models whilst in flight. Both are fundamental and will affect every pilot and need to be thoroughly understood. The Safety News column will deal with these in detail, so read all about it.

Also at the last meeting, Robin McEntyre was elected as the new Canteen Coordinator, replacing Debbie Walters. Debbie has done a sterling job as Canteen Coordinator and her contribution to the Club is deeply appreciated. What is also new is the way in which the Coordinator will work with the Committee. From now on, I will be the point of contact between Robyn and the committee. By the same token, if any club member has issues, comments or suggestions about the Canteen at any time, please let me (or another committee member) know, rather than dealing with Robin directly.

Have a safe and happy Christmas and I look forward to seeing you all at the flying field.

Gerry





# SECRETARY'S REPORT DEC/JAN 04/05

Ph: - 63441920----- 0408 559 806

[ghays@netspace.net.au](mailto:ghays@netspace.net.au)

Hi Everyone,

Well here we are at year's end again, the summer period has started and the prospect ahead is well!!! What happens -- happens.

We cannot yet control the weather or many of the things we take for granted in our daily walk of life, some of us have trouble controlling the relatively simple things and this becomes a frustration in itself.

But having said all this preamble we must all look to the new year ahead with confidence, that what we do will be to the best of our ability, and that is all anyone can expect of us as individuals.

So I suppose what I am really saying is may each of us respect one another with our varying points of view and what we each can afford and do in our exciting sport/hobby, "we are all equals, all be it operating at different levels".

By the time you receive this report the Christmas function will have been held or may be even in progress, if our N/L editor has been able to get all her info together in time as she has asked each of us who submit reports to do.

Speaking of Debbie as you all will now know she has decided to relinquish the task of canteen Co-ordinator as of December 18<sup>th</sup>, at last committee meeting Robin McEntyre has been appointed to this position. We wish her well as she works with the other ladies, or as I did affectionately call them *clubhouse chicks*, on a weekly basis to in effect serve us in this capacity, we do thank each of them.

Our president Gerry will be the liaison person between Robin and the Committee, so if anyone has any suggestions or comments to make please direct them through Gerry and not Robin, unless of course it is of a complimentary nature.

We as a Committee do want this avenue of the club to work smoothly so we need to be pro active in this, there is possibly nothing more demoralising to hear of negative comments when you are trying to do your best at what ever task you are involved in.

We may quite well see some changes in what is presented each week at Café Symmons but it is agreed that canteen should operate each Saturday, please support it.



## Flying Safety Issues: -

At our last committee meeting some important changes were made in relation to our flying activities to which all should make themselves aware. As most of you will be aware our Geographical position is within controlled airspace of Launceston Airport, and whilst we are a recognised flying site some measure of diligence and responsibility must remain with us as individuals and as a Club using this site. Also as many will know crop spraying / dusting operations occasionally happen in our vicinity and even from the strip itself.

So with all this in mind our safety rules now has an inclusion to the effect that flying operations by this club, its members and visitors must abide by the Official MAAA Model Aircraft Safety Code, a copy of which is located in the clubhouse with the amended safety rules. In addition to this it has been decided to enforce as much as is sensibly practical the 30-metre rule. So when you are flying your model do not come closer to the pit area in a straight line than the western edge of the cut area of the strip, this is almost spot on 30 meters from the flight line. *The strip is for Take off- Landing- plus recognised Touch and goes and dead stick landings.* The pilot flying at the time must call all of these.

No doubt Gerry and Andrew will speak of these things in their respective reports as well, but the more it is said the more emphasis it will make, we all must be diligent and responsible, most incidents are caused by a lack of care on an individuals part.

## Championship Dates 2005:-

There will be some dates that most will want to be aware of in the new year they are in particular

7 Cell Electric Glider --- 400, 600, and Open class on Saturday February 19<sup>th</sup> 2005.

State Pattern ---on the 19<sup>th</sup> -20<sup>th</sup> March 2005

APA Championships ----on June 18<sup>th</sup> - 19<sup>th</sup> ---- practice day 17<sup>th</sup>.

All these events scheduled to be held at Symmons Plains.

Well that about wraps it up for me for this year, I would like to take this opportunity to wish all members and their family's a happy and bright Christmas and a safe and rewarding New Year ahead.

So till next year

Happy Landings All

Geoff.





# CONTEST DIRECTORS REPORT DEC/JAN 04/05

6384 1048 - 0408 969360

[amcentyre@dodo.com.au](mailto:amcentyre@dodo.com.au)

Hello All

Well folks it's that time of the year again, Christmas seems to sneak up on us all so quickly it doesn't seem like a full year has passed. I would like to take this opportunity to wish everyone a Merry Christmas and a safe Happy New Year. By the time my report goes to print the clubs Christmas Party will have been held and I'm sure it will be a most enjoyable day, I will have a full report in the next Magazine. Now to a couple of new safety rules that we all must adopt that were passed at the last committee meeting. There is to be NO flying over the strip all low level passes and general flying to done at least 30m out from the pilot box or Pit area. The best way to judge this is to fly beyond the long grass on the western side of the strip. The strip to be used for take offs and landings and touch and goes only. The other main point is if any full size aircraft such as a crop duster or any other small aircraft is in the area working or at low altitude all models flying must cease until the aircraft has left the area completely.

There are a number of major competitions coming up in the New Year one being the 7 Cell Electric Glider State Championship being held at the field on Saturday February 19<sup>th</sup> at 9.00am. As per our contest calendar there was a Thermal Glider event scheduled also on this day that has been cancelled to make way for the State Championship. The format this year will be the same as last with 3 Diversion being flown. Euro 400, Euro 600, Open, there will be application forms going out to all clubs to attend if anyone has any questions please contact myself or the club secretary.

Our club is holding the State Pattern Championship this year and the date has been set for Saturday and Sunday March 19<sup>th</sup> & 20<sup>th</sup> there will be dinner on Saturday night. I would encourage everyone to come along and enjoy some great flying. More details will be published next report. If you any questions don't hesitate contact myself by phone or e-mail. Application forms will need to be completed for this as we need correct numbers and numbers for those coming to the dinner these will be sent to clubs if you like one sent direct contact myself.

Other events coming up early next year are

Pattern Competition January 15<sup>th</sup> Round 3 9.30am start.

Safety first flying

Andrew CD.



# "SAFETY NEWS"

When you next receive your FAI / MAAA membership card next year, you will have agreed to comply with an MAAA Safety Code as a condition of affiliation (and insurance). The code will come into force on 1 January 2005 and includes a number of rules, many of which will seem to be common sense, which of course, they are. The committee has decided to align LMAC's safety rules with the MAAA code, to take effect immediately.

## **Full-scale aircraft:**

Something that was not (until now) covered in our Club Safety Rules was what to do when full-scale aircraft are in the vicinity of our field. To quote the code, "I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilised to supervise flying to avoid having models fly in the proximity of full-scale aircraft." (General Rule 3). Please note that at Symmons Plains we are well and truly inside controlled airspace, which extends down to ground level at our field. We should expect aircraft at any time and know what to do.

The intent of this rule is to avoid intentionally trying to fly when we are aware of aircraft operating in the area - this applies particularly to crop-dusters. Unfortunately, the proximity of tall pine trees to the flying field means that the presence of a low flying aircraft is often not detected until the last minute. In that case, all you can do is to avoid the full-scale aircraft when you become aware of its presence. However, as soon as it is evident that an aircraft is operating somewhere near the field, flying must cease immediately. Flying should not resume until it is clear that the aircraft has left the area for good.

Unless it is a cropduster on a job, a full-scale aircraft should not normally fly below 1000' even in controlled airspace. This means that if models are flying within the set 400' height limit (General Rule 2), we would not expect a problem. However, it is difficult to judge these heights, so vertical separation between model and full-scale aircraft must never be relied upon for safety - hence the need for the right-of-way rule. Light aircraft in particular are known to overfly the field at apparently low altitudes so be aware and play it safe!

## **Proximity to pilots:**

Up to now, LMAC have had no rule requiring separation between pilots and aircraft in flight. This has led to some pilots performing manoeuvres right in front of the flight line, very close to themselves and other pilots.

We have now adopted a rule that requires a minimum of 30m between the model and the edge of the pits area (the flight line) at all times, except when taking off, landing or doing an announced touch-and-go. This means that all during other flight manoeuvres the model must remain more than 30m away from the flight line.

If you have any queries about interpretation of any safety rule, it is better to ask. If the Safety Officer or the committee do not know the answer, we will undertake to find out.

Gerry





DATE	EVENT	CLUB	SITE	TIME
Sat Dec 18 <sup>th</sup>	All Models Day (2)	LMAC	Symmons Plains	9:30 am
<b>Sat Dec 18<sup>th</sup></b>	<b>Christmas Function</b>	<b>LMAC</b>	<b>Symmons Plains</b>	<b>12:00 noon</b>
Sun Dec 19 <sup>th</sup>	Glider Day	SEAT		9:30 am
Sat Dec 25 <sup>th</sup>	SANTA COMES	ALL	TO EVERYONE WHO BELIEVES	EARLY
Sat Jan 15 <sup>th</sup> 05	Pattern (3)	LMAC	Symmons Plains	9:30 am
Sat Feb 19 <sup>th</sup> 05	State Championships 7 Cell Electric, 400, 600 and Open Class	LMAC	Symmons Plains	9:00am
19 <sup>th</sup> 20 <sup>th</sup> March 05	State Pattern Championships	LMAC	Symmons Plains	Time to be announced

Contests to be on the day specified. If weather is not suitable, then the next day, Sunday. If that too is not suitable then the event is cancelled and we move to the next contest scheduled.

“Club Day” is the first Saturday in each month.  
 “Café Symmons” will operate each Contest Day and Club Day (Sausage Sizzle on other Saturdays).

Note from Editor: Can I have all newsletter copy by the 15th of February 2005 for February Newsletter. Thanks Deb



# RADIO EQUIPMENT STOLEN

Hi All,

Apologies for burdening you with this but I thought you should know and perhaps by chance (though slim as it may be) if you hear/see anything could let me know. In the early hours of this morning (14th of December 2004) I had my work shed was broken into (lock forced) and the majority of my RC aircraft gear stolen (see attached list for details). As you can see its not an insignificant amount of equipment and there are some fairly conspicuous items. I would appreciate your vigilance and you never know something could turn up.

Thanks for your time.

Dean

Ph mob 0409 973 505  
Home 6243 5645

## **RADIO CONTROLLED MODEL AIRCRAFT ITEMS STOLEN FROM LINDIS FARNE, TASMANIA 14/12/2004**

Contact Dean with information– 0409 973 505

### R/C AIRCRAFT

Multiplex Sky Cat – white.

Including: Himax HB3630 – 1500 brushless motor  
Castle Creations Phoenix 45 amp brushless speed controller  
JR – R700 PPM FM receiver (36.350 MHz)  
4 x Hitec HS-81 servos

Multiplex TwinJet – white.

Including: 2 x Permax 7.2 V 480 motors  
Jeti 500 50 amp brushed speed controller  
8 x CP2400 mAh NiCd cells  
JR R600 PPM FM receiver – case removed (36.350 MHz)  
2 x Hitec HS-81 servos

Multiplex PicoJet – white.

Including: Permax 7.2 V 480 motor  
Multiplex Rund 480 20 amp brushed speed controller  
JR R610 PPM FM receiver (36.350 MHz)  
2 x Hitec HS-55 servos

Gebhart Kelly – white/yellow.

Including: MIG 280 motor  
MGM Compro 8 amp brushed speed controller  
7 x 600 mAh AAA NiMH cells  
JR R500 PPM FM receiver (36.350)  
2 x Hitec HS-55 servos





Astropower Leisure Aust Electric Flash 2 (fuselage only) – black/yellow

Including: Kyosho Endoplasma 16 turn brushed motor  
Multiplex 600P 3:1 gearbox  
Orbit 50 amp BEC speed controller  
8 x 1700 SRC NiCd cells  
JR R600 PPM FM receiver – case removed (36.350 MHz)  
2 x Protec servos

Megatech Merlin (fuselage only) – white/black.

Including: Megatech 370 gear drive  
2 x Premium Naro HP BB servos

Awesome RC Harvard – yellow.

Including Wattage 400 Cobalt brushed motor  
Skyline 22 amp brushed speed controller  
Schultze Alpha 835 FM receiver (36.350 MHz)  
JR 371 servo  
2 x Hitec HS-55 servos

### R/C GEAR AND MOTORS

JR 3810 ADT PCM transmitter (Mode 2) (36.350 MHz) and wall charger

JR Max-44 transmitter (Mode 2) (36.350 MHz)

JR 4 channel receiver (36.350 MHz)

Orbit Microlader V6.0 NiCd, NiMh, Li, Pb field battery charger

Astroflight Whattmeter

CY tachometer

Dick Smith digital mulimeter

Orbit 50 amp OPTO brushed speed controller

Jeti 35 amp BEC brushed speed controller

SJ Propo 5 amp BEC brushed speed controller

Wemotec Minifan 480

Plettenberg HP 200-20-6 brushed motor

Himark 05 10-turn cobalt motor

Wattage 400 Super Cobalt motor

Permax 7.2 V 400 motor

2 x Graupner 6.0 V 400 motors

Graupner 4.8 V 400 motor

2 x Robbe 6.0 V 400 motors

QRP Hyper 6.0 V 400 motor

2 x Graupner 280 6 V motors

2 x Wattage 400F motors

2 x Red Flame Blaster electric ducted fan units

Wattage Power Fan

2 x Himark 400 gearboxes

### RECHARGEABLE BATTERIES

12 cell pack CP 2400 mAh NiCd

10 cell pack 1700 mAh SCR NiCd

10 cell pack 1950 mAh FAUP NiMH

10 cell pack KAN 1050 mAh NiMh

8 cell pack 1950 mAh FAUP NiMH

8 cell pack KAN 1050 mAh NiMh

8 cell pack 1000 mAh SRC NiCd

8 cell pack 600 mAh AE NiCd

3 x 7 cell packs 1700 mAh SRC NiCd

7 cell pack 1250 mAh SCR NiCd

2 x 7 cell packs 1000 mAh SCR NiCd

7 cell pack KAN 1050 mAh NiMh

7 cell pack AAA 600 NiMH

2 x 7 cell packs 500 mAh AR NiCd

2 x 2 cell packs 1700 mAh SCR NiCd

2 cell pack Li Ion 1400 mAh

2 cell pack Li Ion 700 mAh





**MULTIPLEX SKYCAT**



**MULTIPLEX TWINJET**



**MULTIPLEX PICOJET**



**GEBHART KELLY**





**ELECTRIC FLASH 2**



**MEGATECH MERLIN**



**AWESOME RC HARVARD**



MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.

# Newsletter

NO. 6/2004

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### Manual of Procedures

The M.A.A.A. Manual of Procedures is on the M.A.A.A. web site. Please note that the MOP is constantly being updated and you should check the list of documents regularly to ensure that you have the current version.

### Mobile Phones at Flying Fields

Attention is drawn to the M.A.A.A. Policy on Mobile Phones. The document is in the M.A.A.A. Manual of Procedures which is on the M.A.A.A. web site. It basically states that mobile phones should be kept well away from radio transmitters.

Whilst some members have an opinion that this policy is an overkill as it appears that their transmitter is not affected by a mobile phone, it is interesting that a major radio manufacturer recommends that mobile phones should not be taken near radio transmitters as the signal from them exceeds the design specification of their equipment. To ensure that radio transmitters are not interfered with by mobile phone members should be aware of and comply with the M.A.A.A. Policy. If your radio has been close to a mobile phone that was switched on check very carefully that it functions correctly before take off. There are reliable reports of information in the memory being changed

### M.A.A.A. Executive Nominations – 2005

The Executive positions of M.A.A.A. Vice President and M.A.A.A. Treasurer are due for election at the 2005 Council meeting for three year terms. The Council meeting is scheduled to be held on Saturday and Sunday May 27 and 28. Nominations are therefore called for these positions. In accordance with the M.A.A.A. Statement of Rules, nominations shall be in writing signed by two Affiliate Members of the M.A.A.A. accompanied by written consent of the candidate. The consent can be in the form of an endorsement of the nomination. The nomination to be delivered to the M.A.A.A. Secretary by March 3rd 2005.

Currently an honorarium of \$4,515 per year is paid to the Treasurer. The position of Vice President does not have an honorarium.

### Safety – Lithium Batteries

How many times have you said or heard 'if all else fails read the instructions'. The instructions often contain very important safety information, which could be vital to your safety and that of others. You should never assume that you know it all, particularly for new or evolving technology. For example, Lithium batteries are very different from the NiCad and NiMH batteries that we are more used to using. If the manufacturers safety warnings are not followed they can catch fire in a very serious way. Always read the safety information on all products.



### **World & Australian Records**

Two M.A.A.A. Members have recently set new world records. Ray Cooper (Vic) has added to his world record tally by setting another world record of 54.30kms in the F5-S (Aeroplane, electric motor, rechargeable sources of current) Distance – Goal & Return. Ray Pike (Vic) has also set a new world record in the F5-S (electric motor, rechargeable sources of current) Helicopter – distance in a straight line. Ray's record distance was 4.85kms.

Naturally Ray Cooper and ray Pike also collect Australian Records for their flights. Well done.

Chris Callow (Qld) has again broken the F3D Australian record with a time of 55.4 secs. Chris is the current World F3D Champion and also holds the World F3D record. Chris's new Australian record is some 2.3secs faster than his World Record so all looks good for the next world championships in 2006. It should be noted that F3D world records can only be set at World & Continental Championships.

Richard Blackam has also set a new Australian record of 2710secs in F1B. Richards record was set at a Free Flight World Cup event at Lost Hills in the USA.

Congratulations to all of the record-breaking modellers. A list of the Australian records is on the M.A.A.A. web site and world records on the FAI web site.

### **Team Trials - F3A 2005 World Championships**

The Australian Pattern Association have advised that the team trial for a place in the Australian F3A to compete in the 2005 F3A World Championships, to be held in France, will be held on Monday, 1st of November, 2004 at the Belconnen Model Aero Club in the ACT. Start time is 9.00am sharp, four flights of P05 followed by two flights of F05, If a large entry is received relegations will occur after the preliminary rounds. The Club web site is: [www.bmac.org.au](http://www.bmac.org.au)

All entries to Henry Hutchinson 03 59 871 811 or [hhutch@surf.net.au](mailto:hhutch@surf.net.au) one week prior to the event, late entries will not be accepted.

All members of the M.A.A.A. are eligible to compete at the team trials. Please contact the APA for more information. Contacts for the APA are on their web site [www.australianpatternassociation.com.au](http://www.australianpatternassociation.com.au)

### **Team Trials – 2006 Free Flight Trans Tasman.**

Team Trials for the 2006 F1 (Free Flight) Trans Tasman competition will be conducted over the period starting December 2004 and conclude on 30 November 2005. The Trans Tasman contest is planned to be held at Omarama on the South Island of NZ after Easter 2006.

If you are interested in competing for a place in the team please obtain information from your Free Flight group or contact the M.A.A.A. Secretary.

### **2004 F3A (Aerobatics) CAOCC Report**

The 5<sup>th</sup> F3A Combined Asia Oceania Continental Championship (CAOCC) was held during July at the Suncoast Club's field at Coolool in Queensland. From all reports it was a very successful contest. Our overseas guests were impressed with facilities and although the weather was not quite up to the normal Queensland standard the flying program was completed as programmed.

The organization was up to the normal very high standard of the APA. The CIAM F3A Chairman Bob Skinner was so impressed with the organization that he has suggested the APA put in an application to host the 2007 World Championships. The APA is starting to see if it is possible.

The APA, the Club and all others involved are to be congratulated for the success of the championship. Well done. For a full report, results and pictures visit the APA web site at - [www.australianpatternassociation.com.au](http://www.australianpatternassociation.com.au)

The results are;

Individual

1<sup>st</sup> Tetsuo Onda - Japan 2<sup>nd</sup> Yoichiro Akiba – Japan 3<sup>rd</sup> Toshiyuki Fukuda – Japan 4<sup>th</sup> Fraser Brigg - New Zealand 5<sup>th</sup> Bill Bloodworth - Australia

Teams

1st Japan 2nd Australia 3rd Hong Kong 4th New Zealand 5th China



## **World Championships Results 2004 Control Line World Champs**

Held at the AMA headquarters in Muncie Indiana.

Australia came 6<sup>th</sup> in Country Order

F2A (Speed)  
17<sup>th</sup> Richard Justic  
18<sup>th</sup> Andrew Heath  
19<sup>th</sup> Bill Bell  
26<sup>th</sup> Ian Gapps

F2B (Aerobatics)  
49<sup>th</sup> P.J. Rowland  
57<sup>th</sup> Guiseppe Parisi

F2C (Team Race)  
11<sup>th</sup> Robert Fitzgerald / Mark Ellins  
27<sup>th</sup> Richard Justic / Paul Stein

F2D (Combat)  
=11 Peter Norie  
21<sup>st</sup> Michael Comisky (Jnr)  
=29<sup>st</sup> Michael Comisky (Snr)  
=29<sup>th</sup> Robert Owen

Michael Comiskey (Jnr) placed 5<sup>th</sup> in the Junior F2D

Several Australian team members stayed on after the world champs and competed very successfully at the US Nationals. Mark Ellins & Robert Fitzgerald won F2C in 3:18 heat & 6:44 final – an AMA & Australian record. Robert Fitzgerald & Greg Pretty won Goodyear. Richard Justic placed 3<sup>rd</sup> in F2A and Ryan Comisky place 3<sup>rd</sup> in Junior Combat.

Congratulations to all the Control Line team members for putting up such a good show in both the World Championships and the US Nationals.

### **F4C Scale – Poland**

David Law (Vic) flying his GT powered Vampire came 7<sup>th</sup> and Noel Wjitehead (Vic) flying a Wnjeel came 21<sup>st</sup>. In the teams Australia came 12<sup>th</sup> with only two team members. A great result for the scale boys.

### **2004 World Championship's Web Sites**

To get updates on the 2004 world championships that have either just finished or are about to start see the web sites below.

F2 - Control Line [www.2004clwc.org](http://www.2004clwc.org)

F5B - Electric ; <http://ewc2004.users.btopenworld.com/>

F3J - Gliding ; [www.f3j2004.ca](http://www.f3j2004.ca)

F4C - Scale ; [www.aeroklubpolski.pl/modelarstwo/18msf4/index.htm](http://www.aeroklubpolski.pl/modelarstwo/18msf4/index.htm)

### **2005 World Championship's Web Sites**

F1 - Free Flight; [www.argentina2005.com](http://www.argentina2005.com)

F3A - Patten; [www.ffam.asso.fr/world\\_championships\\_2005.htm](http://www.ffam.asso.fr/world_championships_2005.htm)

F3B - Glider ; To be advised

F3C - Helicopter ; <http://wc2005-f3c.helcom.es/>

F3D - Pylon ; <http://france-f3dwc.site.voila.fr/index.html>

