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Official Newsletter of Launceston Model Aero Club Inc. PO Box 1204 Launceston TAS 7250

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From the President

Hello All

For those of you who have heard the Garrison Keilor radio program that used to be on ABC radio some years ago, he always started his monologue with "Well, it's been a quiet week here in Lake Wobegone". And that about sums up club and flying activity of late. There's just not much going on, and it's no use pretending there is. However, it's probably a good time to clean the dust off our planes, go over all the gear, and generally get ready for the coming flying season.

For those who don't fly electric and therefore use a normal battery pack in models, it's worthwhile to check those batteries. The reason is that these tend to get less "exercise" than the battery in an electric model (i.e., where it has a BEC). In particular, smaller battery packs using NiCad or NiMH cells do not like being left totally empty over the winter. This can lead to premature failure. The solution is to discharge the battery and then

bring it up to full charge. If you have a battery charger with a discharge mode, it will make this task that much easier. After discharging, fully charge the battery at a slow rate, say 0.1C (where C is the capacity of the battery in mAh). If you have an older style 600mAh pack, then 10 hours at 0.1 times 600 (or 60mA) will *theoretically* fully charge the battery. However, because we live in an imperfect world, it might take 12 hours, and not 10, to fully charge the battery. Using the same logic, a 1000mAh pack would need (theoretically) 10 hours at 0.1 times 1000 (or 100mA) for a full charge. After such a charge the battery ought to be fully charged; if it is not, then there's probably something wrong. The solution is not to charge it for longer; no battery likes being ruthlessly overcharged. So if you discharge a flight battery and then add the right amount of charge to fully charge it, and no more, your airborne batteries will last longer.

While on the subject of batteries, recently I decided to change over the nickel batteries in two of my electric models to LiPoly. Sizing a battery is not hard; a couple of simple concepts are all that is needed, so here is what I did:

Model 1 - "Electrician", the motor is a direct drive ND10, rated for up to 10 cells NiCad/NiMH. I wanted to replace the heavy 8-cell NiMH pack with a lighter LiPoly battery. At a nominal 1.2V per cell, 10 cells will deliver 12V. LiPos have a nominal 4V per cell, so three cells (3S) would also deliver 12V; this is a good match. Having worked out the number of cells, what size? LiPos need to be selected with a generous capacity, because they do not handle high currents all that well in the smaller sizes. The ND10 can draw up to 40 amps. so I opted for something that would deliver at

INSIDE THIS ISSUE

- 1 From the President,
- 2 From the Secretary,
- 3 Contest Directors report, Editorial Comments
- 4 Scale Model: Fokker DVII by Jacques Wakae.
- 6 MAAA Newsletter no. 4, 2009.
- 8 Candid Camera & Contacts

least 60 amps (50% greater current than required). For LiPos, the discharge current is expressed as a multiple of C (the nominal capacity). Depending on what you get (pay for) output currents can go from 10C and up, so I bought a 30C pack, which would have to deliver at least 60A. For 30C to give 60A, the C-value has to be about 2Ah or 2000mAh. (I actually bought a 2250mAh). So, using two simple concepts of nominal battery voltage and discharge current allowed me to size the battery, without even using a calculator.

Model 2 - "HM16 Flying Flea" - speed 400 motor. The S400 will handle up to 8 cells NiCad/NiMH, or 9.6V (based on 1.2V per cell). 3S is too much, would 2S be acceptable? I decided it would; my logic here was: People say that a NiCad or NiMH cell has a nominal voltage per cell of 1.2V. But this is really the open circuit voltage - *on load* the cell volts will fall to about 1.05 or so (depending on cell size and condition). Therefore a Speed 400 on 8 cells is not seeing 9.6V, but closer to 8V. Also, the nominal open circuit voltage of a LiPo cell will be close to 4V, but *on load* (and again very much dependent on cell capacity), the voltage will be around 3.7V. For a 2S pack this gives around 7.4V; quite a good match.

In this model I expect the motor would draw around 12A on 8 Ni cells, so a battery capable of 20A is required. As this set-up was less critical, I opted for a 25C pack (to save a few bucks). For 25C to deliver 20A, the C-value needs to be 0.8Ah or 800mAh.

I hope these couple of examples will show that sizing LiPos is not that hard.

Well that's all from me. Let's hope the weather improves.....

.....**Gerry.**

Hi all,

I always wonder just how to start writing my report to you and it always seems to start with the weather.

But when you stop and think of it that is probably the most important thing on our minds when we go to the field to fly our models, is it windy or calm is it going to rain or not, last month if you recall I started with the weather as usual and pointed out the fact that our area was starting to hold a lot of water.

Well that has increased to the extent that your committee has seen it necessary to close the field for a while till things dry out a bit.

For the benefit of those members who may not have been to the field for some time you would be very surprised at the amount of water that has been surrounding our pound enclosure and the boggy conditions in the pit area and out to and on the strip. It has been dry for so long now but not any more, even the ploughed paddocks are holding puddles of water, the whole area is so waterlogged. However it will dry out eventually and my guess is that it will be better than ever when it does.

There has not been a committee meeting this month so I do not have much to report. I have received entry forms from the MAAA for the Nationals to be held later this year, if anyone would like a copy of the programme and an entry form just give me a ring or send an e-mail so that I can send you one. You will also find the latest MAAA newsletter with this edition of the newsletter.

If anyone would like an up to date members list I can send you one of those as well, now that our members have finalised their renewals.

We have 3 birthdays this month, being Chris Klimeck, Matthew Riall, and Greg Robertson; we wish them all the best for

their special day and the year ahead.
Well that is about it from me but I leave you
with this thought to ponder:

***(Life is a movie and you are the
star: give it a happy ending)***

I don't feel I can close with my usual this
month, so I will just say hope to see you all
at the field when it dries out.

Geoff.

Contest Director's Report

Unfortunately the state of the strip has
prevented any flying, let alone contests so
no news this month.

Chris...

From the Editor's Desk

Change in the Web Site.

For those who have access to the internet
be sure that you have logged into the new
web site (address unchanged) which is
being re-designed and written by George
Carnie It has been changed, not only in
design but in function so that there is a
members' area as well as a public area. For
example, this will mean that there will be the
opportunity to list member only information,
run polls on various issues where the
members can give their input on a regular
basis etc George asks for feedback and
suggestions. I have certainly found that it is
very good and easy to use.

Model building activities.

There is a section on the Web Site that
reports building activities in the club. For
those without access to this there will also
be some parts included in the news letter.
These will include images and descriptions.
This year of course with the extended wet
and windy weather, shed work is the only
way we can do anything : some images and
descriptions are shown in following pages.

The following notice for next weekend was abstracted
from the web site:

HMAC NEWS EXTRA

CONTROL LINE FUN FLY

and:

"TOMBOY" RC ASSIST DURATION EVENT

Where: HMAC – Kelly Field - Richmond

When: Sunday 4th October 2009

Time: 11.30 am start

BBQ Lunch available – All affiliated members
welcome

BASIC RULES – RC ASSIST DURATION EVENT

~ 2 Channel R/C rudder only or rudder /
elevator

The Competition is for the maximum
duration of a timed RC model with limited
capacity fuel tank.

A Tomboy, Cardinal or similar model of the
era, around 36" wingspan powered by a
motor up to 1.00 cc capacity. Fuel capacity
limited to standard Mills tank capacity of
3cc (special 3cc tanks required for other
motors)

Typical motors: Mills .75, MP Jet 0.6, Frog
80, PAW 0.5.

Competition shall consist of a number of
flights (to be determined on the day) with
single best duration time the winner!
Competitors start engines, top up with fuel
and all launch models together with flights
timed for duration of flight. Engine runs are
approx 2 to 3 minutes with total flights
dependent on pilot skill (perhaps a little
luck!)

Hand launching by the competitor or an
assistant

Mufflers required for control line aircraft.

NOTE !

**If weather forecast is poor for Sunday 4th
Oct please ring Tony Gray (6268 1111) on
Saturday Evening 3rd Oct to see if event
will go ahead**

Fokker DVII Scale model by Jacques Wakae. These are some images of the painstaking work he has been doing for some time now. The photographs were done before covering so that we can all appreciate the fine detail.



Figure 1.



Figure 2:



Figure 3.

The scale to which Jacques is working is 6.25 to 1. In Figure 1 you will be able to see the gimbals of the compass! I was amazed to see the instrument and control details, together with the gloved hand in figures 2 and 3.

He has started to write an account of the build of his Fokker DVII for the web site, extracts of which will be reproduced in the newsletter from time to time.

T.M.A.A. Directory.

This information will be helpful for those who need to contact other clubs in Tasmania from time to time.

Richard...

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Manual of Procedures

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

The MAAA has recently released the following new or amended documents in the Manual of Procedures:

MAAA MOP 011 Allocation of MAAA Funds Policy and Procedure - MOP011 was originally named Field Purchase/Loan Application Procedure and has been re-written in accordance with the MAAA Council recommendations and requirements.

MAAA MOP 014 General Model Rules – Addition of new rules regarding 3D and Helicopter flying following the 2009 Council Conference.

MAAA MOP 024 International Teams – Addition of clarification of entry Fees and Deposits.

Amendments are currently being carried out on MOP008 Close Fields Procedure following recent changes to MOP058 2.4GHz Policy. This will include an additional procedure for 2.4 GHz only operations at one or more sites.

MAAA Rules Book - 2009 Version

All amended rules approved at the 2009 Council Rules Conference earlier this year have been processed and posted on the MAAA web site at www.maaa.asn.au

One exception to this is the Helicopter Rules, Council asked that this section be sent back to the Subcommittee for some minor amendments before being re-presented to the MAAA Executive who were empowered by Council to accept the rules when complete. As soon as they are presented and accepted they should also be posted on the MAAA web site in time for the 63rd Nationals.

Flying With Control

Recently the Civil Aviation Safety Authority Australia (CASA) with the assistance of members of the MAAA Executive and State Associations produced a leaflet, 'Flying with control? Get to know the rules'. Details of the leaflet can be found on the MAAA web site at www.maaa.asn.au 'Know the Rules' This leaflet explains the **basic** rules everyone is required to adhere to when flying models and is aimed at the general public, and those not connected with a model club, who purchase model aircraft from the various outlets available today. The catalyst for this was the incident at Perth Airport earlier this year involving a model aircraft and a passenger airliner. CASA produced, and covered the cost of printing, 10,000 of the leaflets. MAAA was asked to assist with the distribution through State Associations, Clubs and members in an effort to have these leaflets made available to as many Hobby Stores throughout Australia as possible. 6,000 leaflets were allocated to MAAA for distribution. CASA retained the other 4,000 leaflets and along with a letter of explanation targeted major retail outlets in an endeavour to educate the public who purchase model aircraft from these sources.

In response to the assistance by MAAA, State Associations, Clubs and members the Civil Aviation Safety Authority Australia has expressed their appreciation for our cooperation on this project.

2009 - 2010 MAAA Membership

This year's renewal period commenced with a rush and has continued strongly, with over 73% of renewals based on the 2008/09 figures completed during the first two months. With the addition of over 500 new members to date, several State Associations are already showing an increase in membership for the current year. Members are reminded to check their membership cards and contact their Club Registrar in the first instance if there are any errors. Providing your Club has all the details correct, then as stated in the red banner above your new cards, contact your State Association Secretary or Registrar if you need to amend any details. This is the only way the amended

details can be corrected and added to the MAAA Membership System.

2009 World Championship Teams

With the World Championship calendar drawing to a close for 2009, thanks go to all the members and supporters who represented Australia in the various World Championships. Some of the reports received indicate that competitors were faced with weather conditions well below what would be considered normal but continued nonetheless to give their best. Congratulations.

63rd MAAA Nationals Hosted by VMAA

The 63rd Nationals are to be held in and around Albury from December 28 2009 to Wednesday 6 January 2010. Details and the program of events is available on the MAAA web site at www.maaa.asn.au as well as the VMAA web site www.vmaa.com.au. These Nationals will host Team Trials for several upcoming World Championship events so the flying promises to be exciting for competitors and spectators alike.

2010 F5B & F5D Electric World Championships

Team selection trials for the 2010 F5B & F5D Electric World Championships in the USA are scheduled to be held at the VMAA 63rd Nationals at Albury. Dates of the event are Sunday 3 and Monday 4 January 2010. For further details contact Ray Pike stingray_f5b@westnet.com.au

2010 F2 World Championships Team Trials

Still to be held: F2A and F2C, 3-5 October at Albury. 63rd MAAA Nationals (VMAA): F2A, F2B, F2C, F2D, 28 Dec 2009 to 4 Jan 2010.

2010 F4C Scale World Championships

Team selection trials for the 2010 F4C Scale World Championships in Poland are scheduled to be held at the VMAA 63rd Nationals at Albury. Dates of the event are Thursday 31 December 2009 and Friday 1 January 2010. Entry nomination will close on 30 November 2009, and a non-refundable entry fee of \$150.00 which will be applied to team expenses will be required in addition to the Nationals entry fee for those wishing to be considered for Australian team selection. Entries, together with deposits, should be sent to the VFSAA secretary, Keith Schneider at 15 Darvall Street, Donvale, Vic, 3111.

2011 F1A, B & C World Championship Team Trials

Multiple Team Trials for this event to be hosted by Argentina in early 2011 are programmed listed as follows:

Proposed Events Program
63rd Nationals

F1A Wed 30th Dec 2009 Springhurst
 F1B Sun 3rd Jan 2010 Springhurst
 F1C Tue 29th Dec 2009 Springhurst

Southern Cross Cup

F1A Tue 30th Mar 2010 Narrandera
 F1B Mon 29th Mar 2010 Narrandera
 F1C Tue 30th Mar 2010 Narrandera

AFFS Championships

F1A Sat 3rd Apr 2010 Narrandera
 F1B Fri 2nd Apr 2010 Narrandera
 F1C Sat 3rd Apr 2010 Narrandera

Qld State Championships

F1A 29th May 2010 Dalby
 F1B 30th May 2010 Dalby
 F1C 14th Mar 2010 Dalby

Victorian State Championships

F1A, F1B and F1C flown over 8-9-10 May 2010
 Location tentatively Springhurst

Western Australia State Championships

F1A 16th May 2010 Meckering
 F1B 24th Jul 2010 Meckering
 F1C 25th Jul 2010 Meckering
 Additional Team Selection event for F1A classes
 5th to 7th Jun 2010 Meckering

International Events

These events are to be F1A, F1B and F1C classes open to all flyers, sanctioned by CIAM and published on the CIAM website, flown to FAI rules and conducted within the selection period.

NSW State Championships

No firm date yet but likely to be long weekend 12th, 13th and 14th of June 2010. The event is usually held on the Queen's Birthday weekend. Location will be Narrandera or Springhurst

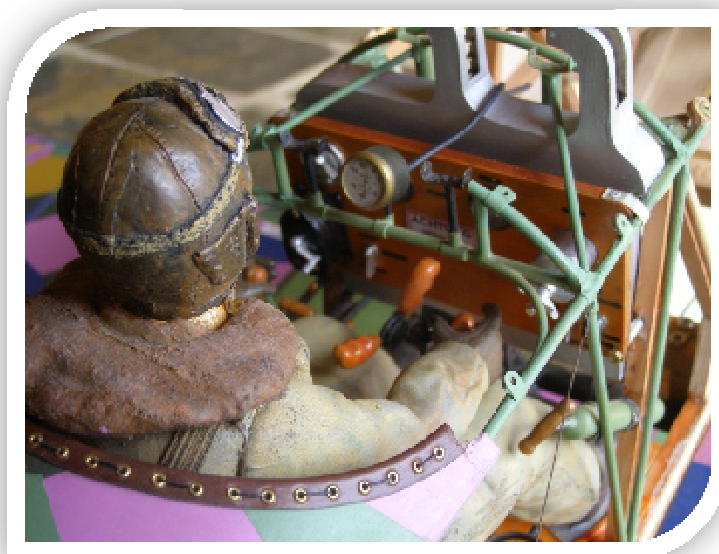
World / Continental Championships and Trans Tasman Events Calendar

2010	
EVENT	Awarded to
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary Dates: July
F3J	France Dates: 28 July - 8 August
F4C	Poland (dates TBA)
F5B, F5D	USA (dates TBA)
Space Models	Serbia (dates TBA)
F3A Asia-Oceanic	Offers Invited –(location and dates TBA)
F3C Asia-Oceanic	China (Tentative)
2011	
EVENT	Awarded to
F1 A,B & C	Argentina- Late April early May (dates to be confirmed)
F3A	USA – Late July early August (dates to be confirmed)
F3B	China
F3C	Italy Dates: 18 – 28 August
F3D	Australia Dates: 12-14 August
F3K	Sweden Dates: 4-10 July

Candid Camera



Some more pictures of Jacques Wakae's magnificent Fokker DVII as shown on the web site.....



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