



PROP TORQUE

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

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From the President

Hello All

I hope everyone is getting lots of flying and that you're having lots of fun doing it, 'coz that what it's supposed to be about. However, I think that when the hardware gets bigger, heavier and more costly, some of the fun can go out of the hobby. If fun is what you want to get back to, then look no further than the one-model competition proposed (and being organised) by VP Greg Robertson. The model he has identified (and Greg is well qualified to do so) is the Thunder Tiger eHawk 1500; a sharp looking, good performing, but modestly priced electric glider. Details were given in the last newsletter, and further information should be available in the club house by the time you read this newsletter. Greg has been ably assisted by George Carnie, who has done some meticulous research to sort out the best hardware deals for least cost. Even your President, who is normally a bit backward in coming forward when it comes to competitions, has finally put his hand up to join in! You have until the end of this month (March) to put your hand up, so do it!

Another reminder may be in order about the upcoming State 7-Cell Electric Glider Competition

that is scheduled for Saturday, 21st of March. As of the last Committee meeting, there were not many (read: disappointingly few) responses. Evidently people do not seem to realize that when it says on the entry form that we need to know beforehand if you are going to enter, that simply turning up on the day with your model isn't good enough. Well, I hope that by now many more of you actually entered, so all can look forward to a thoroughly good day.

A few of words about radios. We all tend to take these for granted as they are generally very reliable. First, I wonder how many folks realise that nearly all older computer radio transmitters with model memory contain a very important but usually overlooked component - the lithium battery that keeps all your model settings alive and well. With normal use, this battery may last up to ten years in service. However, eventually it will run out of juice and you will lose all of your model-specific data (servo reversing, sub-trims, end point travel adjustments, to name a few). If your computer radio is coming up to ten years old or more, it may be a good time to have the lithium battery replaced. Get it done professionally; you cannot just change it over yourself, even if you can get the right part. If you don't keep power up to the memory, not only will you certainly lose all your data (and you'll just be left with the factory settings), but you also run the risk of the radio going into a mode where you will not be able to operate it at all. It will just go to sleep, and the only way to wake it up will be for a service technician to do so using a special reboot code.

It may also be worth reminding members that radios ought to be checked for bandwidth every few years or so. Apart from the official reasons (competing, etc) there is a more basic reason. Radio transmitters that use crystals as their frequency element can experience a slight change in output frequency, called "drift". This is due to components ageing, the crystal included. The nasty thing about drift is not so much the small shift in output frequency, but

INSIDE THIS ISSUE

- 2 7 Cell Electric Glider Report
- 3 Web Site Jottings
- 3 New LiPo Meter
- 4 "Fuel Confusion" by Dave Jacobs
- 4 Contact List
- 5 Candid Camera
- 5 Coming Events
- 6 MAAA Newsletter No. 1/2009

the reduction in the level of signal at the receiver. You will not notice this in a regular range check with the antenna down, but if you have experienced loss of control or glitching at extreme range, it is quite possible that the transmitter has drifted enough to cause the receiver to run out of signal. From the President, continued.....

It's worth getting this done just to avoid crashing that nice model, wouldn't you think?

I look forward to seeing you at the flying field, with a nicely centred transmitted signal!

.....**Gerry.**

From the Secretary's Desk

Hi all,
Well here we are again with another month gone. I do not have very much to report on from our last committee meeting as there was very little in the way of business to attend to. However we still had time for a lot of talk about many things some of which did not revolve around model aircraft at all. There was one topic that was discussed and that was the mid air collision between a fairly large powerful IC model and an electric glider. Maybe many would now be aware that this occurred, it was well out in the flying space when these two models made contact with somewhat dire results. Whilst these things are unavoidable when many models are up at the same time, the committee urges all pilots to be particularly aware of what others are doing. It was suggested that maybe the glider pilots place themselves in a different quadrant of the flying space than power models who maybe exercising up and down the strip doing manoeuvres such as aerobatics.

In last month's Newsletter I omitted my usual birthday greetings to those who were having a special day in that month, my apologies to Bill Hellinga I hope you had a great day and a beautiful year lying ahead. It was just one of my senior moments which I occasionally have. As for this month we have 7 of our members who will celebrate another great milestone in

their lives: - Tony Berg, Richard Cooper, Peter Daniel, Andrew Dewater, Robert Garnett, Jacques Wakae, and Fred Willis. We wish them all a very happy birthday and a great year ahead.

We have had notification from Phoenix flyers that they will be holding another of their scale days on the 19th of April next. A hot breakfast will be available from 7.30 AM and a pilots briefing to be held at 9.30 AM, Refreshments will be available all day as well. I will place their notice on the club notice board for our members' benefit.

Well that's it for me this month but I leave you with this thought: -
(Second place just means first loser)

Happy Landings all
Geoff.

Contest Director's Report

Saturday 21st March: 7 Cell Electric Glider State Titles

Saturday morning greeted us with foggy calm conditions which stayed with us till lunch time. Five of our members were the only ones to enter. The absence of any competitors from other clubs around the state was very disappointing. All I can say was that they missed out on a great day with excellent competition and even better prizes. Three rounds were held before lunch with not a great deal separating the first four places.

After the lunch break the wind came up and created a whole new set of challenges. Jacques discovered a stripped servo gear and had to forfeit the last two of the three rounds we had after lunch. Dave lost sight of the model after take off and by the time he was able to see the model again he was well down wind. During the next couple of minutes he ended up beyond the trees at the far end of the strip with the model clearly out of control doing loops etc.

disappearing behind the trees and popping back up again numerous times. Enter Jacques who pulled off the save of the century to get Dave's model back onto the strip in one piece. (See below for more on this! Editor.)

Final scores:

Greg Robinson	1st place with 1513 points
George Carnie	2nd place with 1487 points
Dave Jacobs	3rd place with 1378 points
Jacques Wakae	4th place with 1229 points
Geoff Hays	5th place with 1047 points

Note: Jacques would have come in 2nd place if not needing to forfeit the last two rounds. (But he had to ☹️ 🌀)

..... Chris Klimeck

STOP PRESS> CLUB Pattern event is now on 25th April 2009, 10 A.M.

Website Jottings... By George Carnie

Those Southern Pine Trees! (an extract from the 7 Cell Glider photo report)

...any hope of staying in a thermal was dashed unless you wanted to follow the thermal South towards Hobart! One entrant, Dave Jacobs, decided to test this out and the wind carried his model southwards at a very rapid rate. When the spectators realized what was happening Dave's recently rebuilt model was a long way south of the southern pine trees, which in themselves are at least 500 metres away! All seemed lost as Dave fought to maintain some control over his model. A re-kitting seemed inevitable. Hearing all the calls of despair, Jacques Wakae rushed over and took control of the transmitter just as Dave's model disappeared below the pine trees. It seemed all was lost. Then all of a sudden the model appeared above the trees again! Remember this model could well be over 700m away and was just a speck in the sky. Orientation was difficult to determine. Whilst Jacques had the Tx, there seemed to be a dozen pilots flying Dave's model with cries of "left.... more left..... right....." everyone seemed to have a view on which way the model was pointing. Next the model disappeared below the pine trees again. It seemed like an eternity it was out of sight; at least for 4-5 seconds. Surely this must be the end but no. Next the glider is seen rising from behind the trees doing a loop! Jacques continued

to take directions from all the observers crying out which way to turn. The best part was it was working! Jacques could only hope that there was still some life left in the battery to provide sufficient power to battle the headwind. After what seemed like an eternity and to much applause, Jacques brought the model back to land on the strip! This was definitely the highlight of the day and an experience unlikely to be repeated. Well done Jacques!

From the Editor's Desk

New LIPO Meter.

There are always some new gadgets that help with our hobby. Jacques Wakae has sent me details of a very useful new instrument. I quote from his email dated 26th January, 2009.



"It is called the CellMeter-4.(in case you missed the label in the top right corner)

Its purpose is to give at a glance:

1. The current capacity of a lipo pack in % (2-4 or 2-8 cells)
2. The cell count (by beeps and visual display)
3. The total pack voltage
4. A graphic "fuel gauge" status bar.
5. The individual cell voltages accurate to either 2 or 3 decimal places.
6. The lowest and highest cell voltages and their voltage difference
7. A graphic "in-balance" status bar.
8. Warnings of under voltage or over voltage

It has quite a few more features, but the above are the most useful.

Accuracy is up to 0.001 Volt (1 millivolt)

It comes in 2-4 cells (CellMeter-4) and 2-8 cells (CellMeter-8) versions.

Further information and English documentation

is available at;
http://www.ep-plane.com/cellmeter/index_en.html
 Items are available locally at:
<http://rcflyer.com.au> under the
 categories>>Meters & Tools>> CM-4 and CM-8.”

Seven Cell Competition.

Having been in the same downwind “retro-pine” position as Dave Jacobs, both in a competition and on another occasion when Jacques also saved one of my gliders, I know that he flies Mode II while I fly Mode I, which makes it far more difficult in exciting moments!

As new MAAA regulations for electric gliders have not been passed, the number of possible entrants may have been limited. The “Limited Electric Glider” (LEG) proposal is for 6600 mAh Lithium polymer cells in whatever configuration available, instead of limiting one to 7 cells of other battery chemistries as is currently the MAAA rule for State competitions.

Richard Cooper

Fuel Confusion

By Dave Jacobs

The older I get, the more often do I review the past, which is not very encouraging at times. Recently I remembered an unusual event involving a diesel engine. Because I seemed to be able to start and tune diesel motors fairly well, one club member must have noticed. A knock at the door revealed a well healed gentleman who had bought a motor for his son. He had the motor well mounted on a test bed

with the fuel tank in the correct position. He asked of I could help him operate it, to which I gladly agreed, and attached it to a firm platform with a “G” clamp.

I primed the carburettor and exhaust port with his plastic bottle of fuel, because the motor felt a bit tight at first turnover. Not knowing where the contra-piston was placed, when I flicked the prop over I soon received a smart bang on the finger, which needed a band aid to stop the bleeding! The motor fired on every flick, continuing to torment my injured finger! I became a bit suspicious when I noticed spider webs appearing out of the exhaust port! As the usual fuel for diesel motors then was ether, castor oil and kerosene, I asked the concerned owner what type of fuel he had bought. He told me that he had bought the brew from Birchalls. It turned out too be dope! No wonder the finger kept bleeding!

(On looking up the formula for dope, of which I was quite ignorant, it is apparently a solution of a cellulose ester in thinners. Acetate dope is cellulose acetate, nitrate dope is cellulose nitrate and butyrate dope is cellulose butyrate. The thinners consists of a mixture of solvents such as ethyl acetate, acetone and methyl ethyl ketone (MEK), all of which are toxic to humans, (and inflammable!) Quoted from “Glossary for Aeromodellers”, Samaria Publications, ISBN 0 646 13877 4, Compiled and edited by M & J Buckmaster, copyright Samaria Concepts, 1993. Editor)

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Candid Camera



Contestants from the 7 Cell Glider Competition.



Max Wiggins recently acquired this scratch built "Tomboy". He was visiting Greg Robertson's workshop and notice this newly built yet unflown electric model. Some negotiation took place and Max can be now seen at the field enjoying his latest acquisition. Greg is now going to build another!

COMING EVENTS

April 4 th	Club Day		
April 25 th	Club Pattern		10am
May 2 nd	Club Day		
May 16 th	Fun Fly Day		10am
June 6 th	Club Day		
June 11 th	Annual General Meeting	Kings Meadows Health Centre	TBA
June 20 th	Scale Day		10am

MODEL AERONAUTICAL
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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 010 Duties of a Team Manager Procedure

MAAA MOP 024 International Teams Procedure

MAAA MOP 066 First Person View (FPV) Policy

MAAA Forms 026 Team Manager’s Check Sheet

62nd Radio Control Nationals

Radio Control events will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra. Bulletin number #1 is now available from the MAAA Web site at www.maaa.asn.au

Don Blackam AOM

Congratulations to Don Blackam who was awarded the Order of Australia Medal in the 2009 Australia Day Honours. The citation reads:

‘For service to the community through philanthropic contributions to health, youth and dancesport organisations’.

Although only briefly mentioned in the full text of the citation, Don has also contributed greatly to Aeromodelling, particularly in Free Flight.

Don started aeromodelling during the Second World War. He was a very active member of the modelling community in Ballarat where he grew up. In those days he and his friends had to gain knowledge from wherever they could, particularly from overseas publications. He was the 2nd person in Ballarat to fly a control line model and he also flew early radio control systems. Don was a good builder and flier and was happy to share his knowledge. He competed throughout Victoria. The first big contest he won was 1/2A Power at the 22nd Nationals which were held at Warnambool in 1968.

Don’s work commitments kept him out of Aeromodelling for a period in the late ‘70’s to early ‘80s. Although he had flown Wakefield (F1B) in the past, it was on his return to aeromodelling in the mid to late 80s that he became really serious about it.

He was a member of four Australian Teams at World Championships, earning individual and team placings. In 1993 he set an Australian F1B record of 2295 seconds at the Livotto International in the USA. Don won the Nationals

Wakefield Trophy three times. He has been Australian Free Flight Champion and has won numerous State Championships.

In his travels overseas Don has been a great ambassador for Australia, making many friends in other countries. Don's involvement in organising Nationals, Championships and competitions is well known throughout the model fraternity.

Australian Endurance Record

Congratulations to Anthony Mott and his expert team of assistants in breaking the Australian Endurance Record – classification 141. Following ten years of planning, testing, modifying and a false start, Anthony established the record, with a 12 hours 5 minutes and 20 second flight on 21 January 2009. The flight took place at the Greensborough Model Aircraft Club, Victoria. The model used in the attempt was a purpose built, 105 inch wingspan, 5 Kg model with drop off undercarriage as allowed by the rules and powered by a modified British PAW 8cc diesel turning a large propeller consuming 1 cc/per minute fuel. Further details with photos can be found at the VFSAA web site www.users.bigpond.net.au/vfsaa

62nd Control Line and Free Flight Nationals

The combined Control Line and Free Flight Nationals were held over the 2008/09 New Year period at Albury NSW. Reports from the Nationals indicate that it was successful both in entry numbers and financially. The full report and results can be found on the MAAA web site at www.maaa.asn.au

MAAA Membership

When a person joins or renews their membership with a club affiliated with any of the 10 State Associations which make up the MAAA, they receive the same insurance cover and benefits, irrespective of which type of model they choose to fly. There seems to be some confusion and maybe misinformation that a member of a club affiliated with the Control Line or Free Flight Associations only has cover for that type of flying and not, for example, radio control flying. All members have equal cover when financial through any affiliated club. However holding an MAAA Membership card does not give the right to fly at any MAAA Club. Every club can determine their own policy on members and visitors.

Team Trial Notification

Organisers of Team Trials for World, CAOCC Championships and Trans Tasman events are advised that MOP024 International Teams Procedure and MOP010 Duties of a Team Manager Procedure have recently been amended. Please take time to read these documents. Organisers are reminded of their responsibility to advise the MAAA Secretary of the dates of intended team trials a minimum of six months in advance. This is to give the MAAA Executive time to evaluate the notice and if needed ask for more information prior to final approval. This also assists in providing adequate notice to all MAAA members.

F1 A, B & C Team Trials Trans Tasman Event 2010

Proposed program for AFFS Championships and Southern Cross Cup.

F1A Tue 7 Apr 2009
F1B Wed 8 Apr 2009
F1C Wed 8 Apr 2009

To be conducted at Narrandera

AFFS Championships

F1A Sat 11 April 2009
F1C Sat 11 April 2009
F1B Sun 12 April 2009

To be conducted at Narrandera.

2009 F3A World Championships Team Trials

Team trial details for the F3A World Championships to be held in Portugal have been finalised. These trials will be held as part of the Australian Masters Contest at Valley Radio Flyers field Shepparton, Victoria on 25 April 2009. Entries will close one week prior to the event, 17 April 2009. Late entries will not be accepted. Forenquires please contact Chris Simmons 0419 362 005.

2010 F2 World Championships Team Trials

Team trial details for the F2 World Championships to be held in Hungary 2010:
South Australian State Championships: F2A, F2B, F2C, F2D. Adelaide Cup weekend.
7-9 March 2009 F2B and F2D at [Callington Oval](#), and F2A and F2C at Monarto.

Western Australia State Championships: F2C on 13 April 2009, F2B on 9 May 2009.
 Victorian State Championships: F2A, F2B, F2C, F2D. 10-13 April 2009.
 F2B and F2D will be held at the Knox Field and F2A and F2C will be held at Frankston.
 Queensland State Championships: To be held the Qld Labour Day weekend, 2-4 May.
 New South Wales State Championships: F2B and F2D. 6-8 June 2009. Venue to be confirmed. F2A and F2C, 3-5 October at Albury.
 63rd MAAA Nationals: (VMAA) F2A, F2B, F2C, F2D, 28 Dec 2009 to 4 Jan 2010.

Australian Pattern Association

The APA wishes to announce that the calculated National Average for 2009 F3A events is **437**.

2010 F3J World Championship Team Trials

Team Trials for the 2010 F3J World Championship to be held in France have been approved. The League of Silent Flight will hold the selection trials at the 2009 Jerilderie Tournament (Jerilderie on 6-8 June 2009)

2009 R/C Scale Trans Tasman

Team trials for this event will be held as part of the 62nd National Scale event at Cootamundra in April 2009. The Trans Tasman Scale event will be held at Monarto SA between October/November 2009.

World / Continental Championships and Trans Tasman Events Calendar

2009	
EVENT	Awarded to
F4A FF Scale	Trans Tasman - Patetonga, Sth of Auckland 4-5 April
R/C Scale	Trans Tasman – Monarto SA October/November
F1A, F1B, F1C	Croatia. Bjelopolje Dates: July 19 to July 26
F3A	Portugal Dates: August 21 – 29 2009
F3B	Czech Republic Dates: August 2 – 9 2009
F3C	USA – Muncie Dates: August 2 – 11 2009
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Bids From
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary - July
F3J	France Dates: August 14 – 22 2010
F4B, F4C	Poland
F5B, F5D	Offers Invited
Space Models	Serbia
F3A Asia-Oceanic	Offers Invited
F3C Asia-Oceanic	Offers Invited
2011	
EVENT	Bids From
F1 A,B & C	To be Awarded - 4 Bids
F3A	To be Awarded - USA (tentative)
F3B	To be Awarded - Spain (tentative)
F3C	To be awarded - Italy
F3D	To be awarded – Australia has bid