



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

www.lmacrc.com

September 2008

Prop Torque

From the President

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Hello everyone

Time seems to be flying by (pun) yet leaving the distinct impression that there lots of things not yet done.

Fortunately, I've been able to spend a bit of time in the workshop and that's been good. Yours truly has recently taken delivery of a new charger that discharges as well as charges and seems to suit every battery known to man. The only downside is that the operating manual is some sixty pages long; let's hope the menus are intuitive! (Well, we only read the instructions when all else fails, right?) Anyway, it will be nice to know how much charge has gone into the battery, or how much it delivered during a discharge test.

Talking of charging, I see that HMAC has installed large rechargeable batteries, so members can charge flight batteries. The large batteries are kept charged by solar panels. Very benevolent, you might say. And so it is, but there's another reason for providing

this facility, and that is to prevent interference at the flight line. The issue, it seems, is that battery chargers mostly use a circuit technique known as "switch mode", where the DC input is switched on and off rapidly using solid state devices. This can give rise to considerable interference, which HMAC has actually monitored with a scanner. In any event, the logic is that by providing a centralised facility away from the flight line, such interference will be kept to a minimum. There is another benefit; the initiative will reduce the chances of injuries caused by members lugging heavy batteries from their cars to the flight line. As none of us are getting any younger this is a good move!

Finally, something completely different. As a flier of models and (occasionally) full size aircraft, I have often wondered about a pilot's reaction to seeing a model in the same airspace. I found an account provided by the son of a gliding pioneer in the UK. The site is at

<http://www.glider-pilot.co.uk/from%20the%20early%20days/Early%20days%20of%20gliding.htm>

and describes the glider pilot's reactions to seeing what he thought was a full-sized aircraft approaching from a long way off (as it appeared so small). This quickly turned to consternation when he realised it was a petrol driven model aircraft approaching him head-on, from only 100 yards away; too close to take evasive action. A collision occurred, destroying the model, but with minimal damage to the full-size aircraft. The pilot's observation was that had it not been for the windscreen, he would have been struck in the face, with "disastrous results". This was about 1938. Notwithstanding windcreens, models and full sized aircraft are best kept apart.

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

Gerry.

From the Secretary

Geoff Hays: 6326 7967 / 0408 559 606

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Hi All,

Well here I am again. I missed out last month as we had no August Meeting to report on and I was away interstate visiting my family for most of the month.

As far as items from the last committee meeting are concerned we still have not a lot to report on, but we are planning to have our usual Annual Dinner again this year and the prospective date is Friday November 14th and the venue will most likely be the Centennial Hotel in Bathurst Street- same as for last year.

Because we do not seem to be having any Trophy's to be giving out, as we did in the past, it was thought that we should present awards for other reasons and a few suggestions were made.

Last year it was thought that we should have a car boot sale of modelling items that members were now not using and that others might find necessary. For various reasons this did not happen, so we thought that maybe we could do it this year. A tentative date for this could be Club day in December or perhaps the Family fun fly day planned for December the 20th, which will be decided at our next Committee meeting.

Now spring is here and the grass growing a mowing roster has been set amongst the committee members. It is planned to investigate the purchase of a suitable solar panel to be placed on our machinery shed for the purpose of keeping the ride on mower battery charged and saving the frustration of finding it flat when it needs to be used.

It is most likely that some further concreting will be done next month when we are more confident that the frosts might have gone; when we did the bridge ramps it was a hard frost that night.

This will most likely be done during the week leaving the weekends free for other more social interaction and flying.

Our condolences go to Alice Robertson on the passing of her sister and also to Terry Pearson on the passing of his sister in law.

Now on a lighter side to catch up on the birthdays since July. For August we have Gerry DeGroot Robin McEntyre, Jamie Sheehan, and Tim Sydes.

And for this month September we have Chris Klimeck, Matthew Riall, and Greg Robertson.

We wish them all birthday greetings and hope that their special day was all that they

hoped it would be and a great year ahead.

As I said at the start that I had been away and missed possibly one of the most exciting days at our field held for a long time from the reports that I have received, well that's life you can't win them all.

For those that this fits I leave you with this thought "**I feel young but my body doesn't agree**".

Happy Landings all
Geoff.

Geoff.

From the Contest Director

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Due mainly to poor weather conditions, there have been no contests to report this month.

Editorial Notes

From the Editor's Desk

Richard Cooper: 6369 5142

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Crashes and bingles

The late Greg Waddle, who was I believe one of the founder members of this Club, was a great fund of knowledge and humour about many things. Unfortunately I had very few chances to get to know him well. It is interesting how many yarns he still generates among our members, some of whom spent their youth with him and shared a lifelong interest in aero-modelling. One of Greg's more crashing statements was that he always enjoyed a good crash! His one regret in this regard was that he missed his "best" one, quite early in his career. While flying one day, he looked over at his father's model in order to watch him taking off. Hearing a loud explosion, he realised that he had lost contact and therefore control of his own model which had completely destroyed itself on contact with the ground! A favourite ploy he confessed to, was to rush over and help his club mates pick up all the pieces after an accident and shaking his head, while sympathising, he would offer a sum of money for the wreck. Often this was quite successful and the plane would fly again after he had repaired it.

Invariably one hears many amusing accounts from pilots in the club. Personal memories include one where I landed a glider on a millionaire's roof in an exclusive riverside suburb in Perth, WA. I was learning to slope soar at the time. It just missed the solar water heater and was undamaged. This was followed a few years' later by the tail plane being removed from an electric glider by a Wedge tail eagle at LMAC. I did not realise that they will actually attack and need evasive action. Plovers at home are fast and have caused a wing to snap in two, after a steep dive to avoid a flight of 20 of them on the rampage! I guess, like fishing stories they will improve with time. I have not yet reached the stage of Greg Waddle's enlightenment, of actually enjoying the bingles as an essential part of the hobby! I suspect that quite a few of the senior members who knew him well, have reached that stage: I have frequently heard many stories of disasters that are always worse than that of the unfortunate model pilot who has just lost his favourite plane. Fortunately great support and sympathy are given to all.

Hinges: always something to learn.

Recently George Carnie helped me with a good reference to the use of taped hinges on combat wings, that

I had not seen before. (combatwings.com, from the Cyclone combat wing instruction sheet). The latest (October 2008, page 59, in "On the Edge by Andy Ellison) RCM& E published an excellent description of silicon rubber hinges which will be very useful. He has been using an English product "Geocel Aquarium Sealant", another one is Dow Corning Marine Sealant. He has tried many others apparently but they are not so good. Briefly he starts with an even gap of 1.5 to 2mm. between the control surface and the trailing edge, using white masking on one side as though making a tape hinge. The control surface is hung at 90 degrees and a narrow bead of sealant is run along the gap with a small syringe. The bead is wiped once with a wet finger and all excess removed. The control surface is returned to neutral and left to set for 24 hours. He implies that too much silicon can easily overload a servo, hence experiments to judge the amount would be important.

Gliding

I note from the SEAT calendar and recent notice that the 2008 thermal glider championship will be on 1st and 2nd November. They would like support by both attendance and help on the field if possible.

***2008 Tasmanian Open Thermal Glider Championship-November 1st and 2nd 2008
Where? Valleyfield.***

Entry Forms and details from: <http://www.seat.lonnie.com.au/events.htm>

Steve Boag 03 63 437459 (AH) 0438 316856 (Mob)
email Stephen.Boag@stpatricks.tas.edu.au

OR Bruce Nye 03 63271409 (AH)

***Please send Entry Forms in by 17th October 2008, to
Stephen Boag, 43 Trafalgar Drive, Prospect Vale, Launceston, Tas. 7250***

SHARE YOUR KNOWLEDGE

Our readers must have a wealth of ideas and knowledge; why not pass it around by submitting an article? Any feed back and comment including technical hints for beginners and advanced flyers would be welcome. Are you looking for an answer to a problem, submit your question to Prop Torque and we'll get an answer for you as well as sharing the solution with others.

Richard.

Recent full size flights at Tamworth.

These photos were taken before a flight with my instructor son in a CT8 which he describes as rather “agricultural”!

It looks as though it would make a nice aerobatic model, though I have not found any examples on the market. I understand that it was first designed and built by Victa in Australia.





(Richard, I managed to find this on the net although this refers to a CT-4. George)

The Airtourer was designed by Dr. Henry Millicer, of the Australian Government Aircraft Factory (GAF), and was the winning entrant in a (British) Royal Aero Club sponsored Light Aircraft Design competition.

The Airtourer Group then formed in Australia to build a 65 hp Continental powered wooden prototype, which first flew in March 1959. This attracted the interest of Vicca (the lawnmower manufacturer) who undertook production of an all-metal version with a 100 hp Continental engine. This flew in December 1961. As the Airtourer 100, it entered production in June 1962. The more powerful Airtourer 115, with the 115 hp Lycoming engine, followed in September.

Vicca built 170 Airtourers before succumbing to cheap American imports, and the design was purchased by Aero Engine Services Ltd. (AESL) of New Zealand, in 1967. They produced 94 Airtourers, including more powerful 130 and 150 hp versions, and the militarised version.

AESL's successor, New Zealand Aerospace Industries (NZAI) produced a trainer based on the Aircruiser development of the Airtourer, and sold it to the Royal Australian Air Force as the NZAI CT-4 Airtrainer.

In December 1997, Millicer Aircraft Industries resumed Airtourer production in Australia, with their aerobatics-capable M-10 AirTourers and their four-seat M9 AirCruisers entering production in 1999. In early 2000 the company had 11 firm orders and 36 expressions of interest in its M10-160 AirTourer, with a 160 hp Lycoming engine and a price tag of A\$210,000.

- TYPE: Two-seat light aircraft (CT-4; Primary trainer).
- PERIOD OF MANUFACTURE: 1962-1966 (Australia)
- COUNTRY OF ORIGIN: Australia (to AESL/NZAI New Zealand)
- ENGINE: One Lycoming O-235 flat four piston engine.
- DIMENSIONS:
 - Wing span: 26 ft 0 in / 7.92 m.
 - Length: 21 ft 6 in / 6.55 m
- WEIGHTS:
 - Empty: 1,080 lb / 490 kg
 - Max. takeoff: 1,650 lb / 750 kg
- PERFORMANCE:
 - Max. speed: 123 kt / 228 kph
 - Long range cruise: 96 kt / 177 kph
 - Initial climb: 900 ft/min
 - Service ceiling: 14,000 ft
 - Max. range, no reserves: 617 nm / 1,140 km
- CAPACITY: Side-by-side seating for two.

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**
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FAI Award

Congratulations to the MAAA President, Mike Close, on being awarded the Paul Tissandier Diploma. This FAI award recognises Mike's outstanding contribution and dedication to aeromodelling which includes:

- Involvement in model aviation administration at Club, State and National levels for over 20 years.
- Membership of the NSW State Executive including 3 years as President, before being elected as National President of the Model Aeronautical Association of Australia over 10 years ago.
- Vice President of the ASAC (NAC) since 2001.

Mike has put countless unpaid hours a year into both organisations. The setting up of the MAAA Manual of Procedures system has drawn warm appreciation from the Civil Aviation Safety Authority. Recently Mike instituted national procedures for the collection of information for the FAI Database.

F2 World Championship Team

Congratulations to the F2 team and supporters on their recent performance in France. Special mention goes to Hugh Simons and Grant Potter for their 1st place in the F2C World Championship event and for establishing a new World Record (provisional) and to Robert Fitzgerald and Mark Ellins on their 4th placing. A job well done by all.

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:

MOP001 Accident Reporting Procedure.
MOP042 Policy for Visitor Insurance at Flying Fields.
MAAA Statement of Rules.

MAAA Fees for 2008/09

The MAAA Council set the MAAA fees for 2008/09 at: Seniors & Pensioners \$60.00 and Juniors \$30.00. These figures see the Senior and Pensioner fee reduced by \$10 from last year's fees. This was due to a reduction in insurance costs. Members can claim part of the credit for the reduction, as a result of our good safety record. State Association and Club fees are in addition to those set by MAAA.

The MAAA Council maintained the Commercial Instructor fee at \$50.00. For those interested in becoming a Commercial Instructor, MOP023 will provide all the details.

The Public Liability excess payable by the member on all claims was also left unchanged at \$250.

62nd Nationals

The 2009 Nationals is being hosted by the NSW Associations and will be run as a 'split' event. **Control Line and Free Flight** are to be held at Albury NSW from 28 December 2009 to 3 January 2009. There will be no registration day. Registration and late entries will be processed prior to each event at the event site by the Contest Director. Full details can be found on the MAAA web site www.maaa.asn.au

Radio Control will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra. Details have not been confirmed at the time of writing.

Insurance

One of the most frequently asked questions from members relating to insurance, is whether they are covered by the MAAA Public Liability cover if their intended flying activities are from private property. Private property includes open fields as well as indoor venues. In any of these situations there are three criteria which have to be met to remain within the cover:

- Permission from the OWNER of the property which is to be used must be given (preferably in writing).
- All operations must be in accordance with the Civil Aviation Safety Authority regulations Part 101 and Part G Model Aircraft specifically.
- All operations must be carried out in accordance with the MAAA Manual of Procedures.

Public Flying Displays

When is model flying activity considered to be a Public Display requiring a permit? Whenever clubs are faced with this question, it may be helpful to consider the following, based on CASA and MAAA MOP requirements:

There are two documents regarding public displays: the MAAA Procedure and the over-riding CASA 1998 Part 101. Organisers have to comply with both. The first test is: does it comply with the CASA requirements? Part 101.410 states, to paraphrase: It is a public display if spectators (which could be interpreted as members of the general public specifically there to watch) are present. The MAAA MOP019 expands this as: This procedure applies to all Displays of Model Aircraft Flying organised and conducted by the MAAA, MAAA Ordinary Members (State Associations), State Association Clubs and Affiliate Members of the MAAA to which non-Affiliate Members of the MAAA are invited or expected (because of the nature of the event) to attend.

Team Trial Notification

Organisers of Team Trials for World, CAOCC Championships and Trans Tasman events are reminded of their responsibility to advise the MAAA Secretary of the dates of intended team

trials a minimum of six months in advance. MOP024 states the procedure. This is to give all members adequate notice.

F3C Helicopter Team Trials

The team trial for the 2009 F3C World Championships will be held in conjunction with the Victoria State champs to be held on the 29-30th November 08. This will be at the MRCHA field.

F3D Pylon Team Trials for the World Championships in Germany 2009

Notification of team trials as follows:

- 26/27 April 2008 at Cohuna Victoria (Concluded)
- 7/8 June 2008 AMPRA Champs in Maryborough Qld (Concluded)
- Aug/Sept 2008 - either Qld State Champs or Vic State Champs

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

Notification of the Team Trials as follows:

Tentative Team Trial Dates are:

62nd Nationals

F1A Mon 29 Dec 2008
F1C Tue 30 Dec 2008
F1B Fri 2 Jan 2009

To be held at McMahon's Field Springhurst.

Proposed program for AFFS Championships and Southern Cross Cup.
SCC

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

Competition Rules Year

Members are reminded that 2008/2009 is a Competition Rules year. Australian competition rules are available through the MAAA web site www.maaa.asn.au

All disciplines are requested to review their particular section of the rules and make any suggested amendments through the relevant Subcommittee. Subcommittee members for the discipline will collectively review all amendments prior to submitting the final recommendations to the MAAA Secretary. All received recommendations will be added to the rules agenda to be presented to the MAAA Council in May 2009.

World / Continental Championships and Trans Tasman Events Calendar

2008	
EVENT	Information
F5B, F5D	Ukraine – Kiev Dates: 14/09/2008 – 21/09/2008
F3A Asia-Oceanic	Chinese Taipei Dates: 08/10/2008 – 26/10/2008
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 Dates: TBA
F3A	Portugal Dates: August 21 – 29 2009
F3B	Czech Republic Dares: August 2 – 9 2009
F3C	USA – Muncie
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Bids From
F1 A,B & C F2A, F2B, F2C, F2D	Trans Tasman 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

LMAC - Coming Events

October 4th	Club Day
October 18th	Thermal Glider ----- 1.pm
November 1st	Club day
November 15th	Club Pattern ----- 1.pm
December 6th	Club Day
December 20th	Fun Fly Family day ----- 10.am onwards
2009:	
January 3rd	Club Day
January 17th	Scale Day ----- 10.am till 2.30 pm
February 7th	Club Day