



PROP TORQUE

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

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August 2010

From the President

Hello Everyone,

This has been an interesting month, with a fabulous Club Day held in perfect weather, to, more recently, having to close the field because of waterlogging!

The reference to Club Day was really a reference to the Tomboy event, with no less than 17 Tomboys (or Tomboy look-alikes) on the day. And not just Tomboys; we were treated to a display of some snappy control-line flying from the Hobart crew as well as Gavin Hallam's new jet. In all, it was a very successful day, characterised by a great sense of camaraderie and just plain fun. It was also gratifying to see the proceedings being enjoyed by various youngsters who were there.

We were pleased to be able to welcome the new lessee of Symmons Plains, Bill Chilvers; with his two young sons (who were fascinated watching the jet as it flew)

a word of thanks is in order to Will Deal, who

unselfishly supervised the whole Tomboy event. He organised timers, recorded the times, and even brought professional looking signs held up to signify time remaining before the start.

Yours truly heard one or two little grumbles to the effect that the Tomboy event took up a bit more time than was anticipated, making less time available for general flying. My response to that is that days like that are precious days; memories are made of such days. We should enjoy them while we may. There will be plenty of other occasions when things are less busy and we can just fly to our heart's content.

I still have not decided whether to go electric or four-stroke with the Toledo Special, so the model is still in the box. However until I can make up my mind I will make a start on building the Precedent T240 kit that I was trying to sell (but no-one wanted to buy). I have a nice Saito 100 twin that will do nicely.....

Keep flying

.....Gerry

From the Secretary's Desk

Hi All,
Yet another month has slid away into history, August the official last month of winter has all but gone and we then enter into Spring but not without August making its last say on water, the field had to be closed again for a while to let the excess water sink in or evaporate.

I have a bit more to tell you all this month from our last committee meeting so I shall get straight into that.

The matter of using Mobile Phones on the field was discussed, now perhaps some may not be aware of the ruling on their use at flying fields; the fact is they are effectively banned and we have a notice up at the entrance to the pit area for all to

INSIDE THIS ISSUE

- 1 From the President. From the Secretary.
- 2 From the Editor's desk
- 4 Events calendar.
- 5 MAAA Newsletter.
- 8 Club Day Tomboys, Jet, pylon racing and Control line.
- 11 Club contacts

see. If members care to visit the MAAA web site and go to the section on forms and select MOP 045 it explains it all for you. Mobile phones should be left in your car or the clubhouse whilst you fly.

The club has purchased a new push mower for the small work around our area, -a Victa Mustang with a Honda engine and ball bearing wheels, it goes really well and is a joy to use.

An event calendar was formulated which should be met with some enthusiasm; a copy is included with this newsletter.

Most members have now renewed for the current year and the member list has been finalised, If any member would like a member list just send me an e-mail or give me a call on either of my phone numbers and I shall post or e-mail you a copy. There will of course be an up to date one kept on the club notice board as usual.

While on the subject of members we have been pleased to welcome 5 new members 2 of whom have re-joined after some years of not being active with us. These are Ron Johns and Malcolm Watson, and then we have 2 new senior members Owen Cameron and Chris Hallam, then a new junior member Jackson Oliver. We do say welcome to all of them and trust that they will enjoy their participation with us in this Hobby/Sport of model aviation.

The committee has decided that the club annual dinner this year will be held on Friday night November 19th so mark your calendars and try to make this a great night together. The venue will be the Centennial hotel same as the last few years.

Birthdays this month are – Gerry DeGroot, Fred Quin, and Tim Sydes, We do wish them all the best for their special day and the year ahead.

Some may be interested in world records for model aircraft, The MAAA advises the control line world championships have been run in Hungary, the event was attended by competitors from 21 countries. The world champions in the individual team-racing event are Australians, Robert Fitzgerald and Mark Ellins. Our winning team also set 2 new FAI world records of 3 mins 2.4 secs in

the heats and 6mins 33.6secs in the longer final. One of our Australian members set a new world duration record of 24hrs 10 mins 24 secs for radio control aircraft. (That's a long time to concentrate on what you are doing).

That's it for me for now.
So as always
Happy landings all

Geoff.

**NOTE: Club Day Saturday, September 4 is
CANCELLED**

From the Editor's Desk

It looks as though the Tomboy has come to stay awhile, so I have decided to build one too. It will be interesting to get back into building again. The report of the August Club day event is added below, written by George Carnie and Will Deal from the web site for those who cannot access it. A couple of photos of Gavin Hallam's turbine powered jet are added to photos of the team of Tomboys and others...

Cycling NiMH batteries.

A new battery pack was found by one Peter Riall to have about one quarter of its theoretical capacity when the time came to have a maiden flight. George Carnie kindly suggested that we could use his sophisticated charger which has a programmed cycling mode installed. Unfortunately this would have meant a fair amount of travel, and I thought that I had such a mode on my charger at home. On checking, of course my Hyperion charger was actually too old for that! The Hyperion salesman suggested that the simple answer was to let the battery run down on a motor and recharge the battery to full and repeat for two to three sessions, instead of selling me a new expensive cycling charger. By monitoring the amount of charge accepted with the charger or the Astro Watt meter, one can read off the number of Amp hours that the battery has accepted, for comparison with the specified capacity. Cell voltage must also be monitored.

After a bit of thought I realised that an old brushed speed controller (50 Amps), made by Jacques

Wakae, coupled to the battery would be ideal, particularly because one can programme it and set the cut off voltage at which the motor (an old Speed 600 with an 8 x 4 Slim Prop propeller.) will be shut off, without damaging the battery. (An NiMH should not be discharged below 1 Volt per cell.)

This was rigged up on a board, in such a way that various adapters can be used for different batteries, and a receiver mounted to the system for speed control, using the transmitter throttle. One can of course use a servo tester instead of the receiver and transmitter to run the controller.

Being a new battery, each charging cycle was done at one tenth C for twelve hours. This worked very well so that after 3 cycles, the battery had reached full capacity. Information on care and storage of NiMH cells was kindly supplied by Peter Pine and is written in his web site, <http://www.flyelectric.com> and on his suggestion from www.powerstream.com.

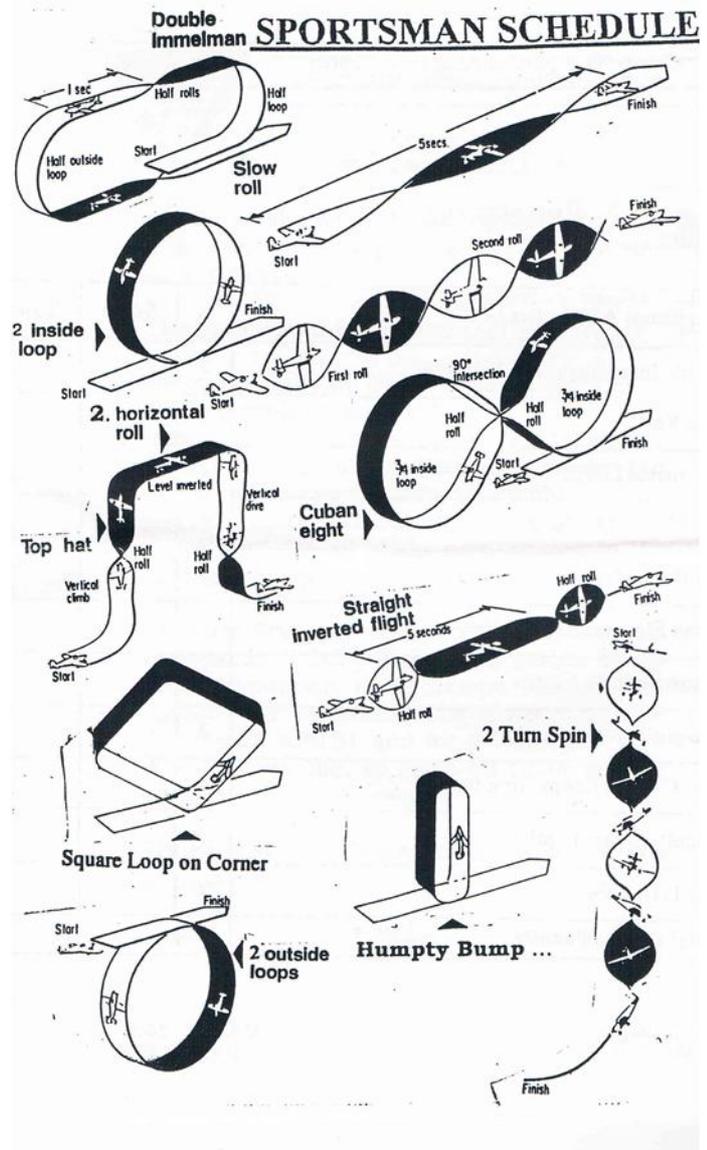
Pattern and Sports Flying and 10 years ago.

Ten years ago in the August Prop Torque, Merv Cameron put together an Aerobatics schedule and a scoring table for Sportsman standard which I reproduce here, given that we are due for such a session in September. As Merv said then, "...our President Peter Kidson flew an ARF Extra with an ST51 and for a helicopter pilot didn't go too bad, so come on fellas, get out and practice and have a go."

Sample score sheet

Sportsman Aerobatics.	K	Score
Double Immelman with Half rolls	2	
Slow roll	3	
Two inside loops	3	
Two Horizontal Rolls	3	
Top Hat with half roll up and down	3	
Cuban 8 with half rolls	3	
Square loop on corner	3	
Straight Inverted flight	2	
2 outside loops from the top	4	
Humpty bump no rolls	3	
Two turn Spin	2	

In-flight noise penalty -5



The Sportsman Schedule as reproduced from August 2000 Prop Torque, by Merv Cameron.

Easier said than done I must say! This is certainly a very challenging schedule.

As is becoming well known in brain function research, this type of learning exercise, is extremely good for growing new nerve cells, and keeping the memory good!

Well that is one of my excuses for being part of the aero-modelling hobby,...not that one should need an excuse of course.

...Richard..

LMAC Inc event Dates 2010-11

The first Saturday in each Month is designated Club day [General flying](#).

The 3rd Saturday in each month is designated as an event day as before.

Canteen will operate on both club days and event days

PLEASE NOTE: If the weather is unsuitable on the scheduled event day then that event shall be moved to the -----[next Saturday](#)

Sept 18th [Pattern and Sports](#)

Oct 16th [Tomboys And Old Timer](#)

Friday Nov 19th [Annual Dinner](#)

Nov 20th [Glider Thermal and LEG](#)

Dec 18th [Tomboys and Novelty events](#)

2011

Jan 15th [TomBoys](#)

Feb 19th [Glider-- Thermal and LEG](#)

March 19th [Scale Day](#)

April 16th free

May 21st free

Thurs June 9th [Annual General Meeting](#)

June 18th [TomBoys and Old Timer](#)

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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 amended documents in the Manual of Procedures:

MOP027 Guideline for the Award of MAAA Wings - Amendments to the Helicopter Bronze and Gold Wings including the associated forms.

MOP058 2.4GHz Equipment - Amendments to MOP058 – Addition of 2.4Ghz Downlinks guide. (See next item in Newsletter).

Added to Appendix A: Amended Frsky to V8 ACCST 2.4 GHz and V8 compatible systems. ESCALE 2.4 GHz Radio Control System 242.

2.4GHz Downlinks

A recent amendment to MOP058 2.4GHz Equipment was the addition of a guidance section for 2.4GHz Downlinks. A common form of downlinks is miniature video equipment, readily available for use in models. Video downlinks use different technology to that used for model control. Many of the systems available do comply with Australian standards but that does not mean that they can be used with impunity on model aircraft, particularly when operating on 2.4 GHz.

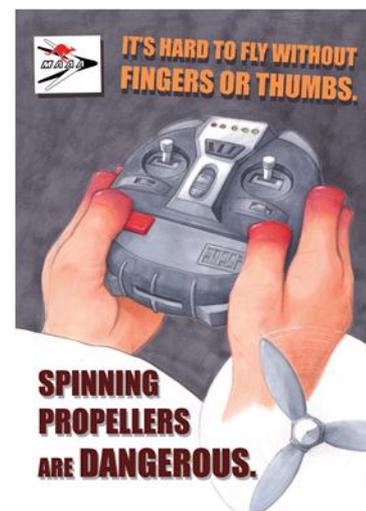
Many users have found no issues with video downlinks but there are reports of mutual interference. Whilst this can be just with the video quality, there can also be interference with the model control system. MOP058 is available on the MAAA website for further information and guidance on video downlinks.

Frequently Asked Questions

A recent addition to the MAAA website at www.maaa.asn.au is a Frequently Asked Questions page. The page is broken up into two sections at this stage, one for general questions and the second relating to questions and answers regarding 2.4GHz equipment. The intention of this page is to provide members and prospective members with easy access to typical, everyday information, which may not be contained within the MOPs

2010 - 2011 MAAA Membership

Members are reminded that the MAAA Membership period runs from 1st July to the 30th June each year. All membership expires at midnight on the 30th June. To continue to enjoy flying and to be covered under the MAAA insurance for the next financial year, your membership needs to be renewed with your club. Once the required fees are paid to your club and a receipt issued, this then is proof of current membership until you have received a valid MAAA Membership Card for the new period.



Outcomes from Reported Incidents

As reported in the last MAAA Newsletter there has been a sharp increase in insurance pay outs for the repair of vehicles damaged by model aircraft and this continues to be cause for concern. In most cases, damage could probably have been avoided with some extra thought when parking vehicles at model fields. Due to the large payouts being made by MAAA to repair vehicles, a review of the MOPs dealing with distances which vehicles should be parked from is currently underway.

Several Incidents resulting in damage to vehicles were due to pilots losing sight of their model in the sun when taking off. This has been more prevalent in the morning or evening when the sun is low on the horizon. If this is a situation which occurs at your flying field during this time of year, then it is asked that members and visitors are made aware of the hazard, both verbally and by notices.

Unfortunately, there continues to be a regular flow of incidents where members' fingers have come into contact with spinning propellers. With risk minimisation in mind and following a suggestion from a VMAA Member, a safety brochure was commissioned and produced by MAAA. This A3 brochure (shown above) is meant to be a stark reminder of the dangers involved in and around propellers. The brochure is currently being printed and will be distributed to all State Associations for their Clubs.

64th MAAA Nationals Dalby Queensland

The Chairman of the MAAQ organising committee has confirmed that arrangements for the 64th Nationals are on schedule and he hopes to make it 'the best Nationals ever'. Bulletin number three is due out at the end of August with updates as well as the official registration form. This will appear on the MAAA website at www.maaa.asn.au

World Record

Notification has been received that the Australian claim for a World Duration Record has been accepted and recorded by FAI. Anthony Mott is to be congratulated for this outstanding achievement.

FAI has ratified the following Class F (Model Aircraft) World record:

Sub-class: F3 Open (Radio Control Flight)

Category: Aeroplane

Group: Piston Motor

Type of record: Duration: 141

Course/location: Melbourne, VIC (Australia)

Performance: 24 h 10 m 24 sec

Date: 21.12.2009

*Anthony and his
World Record
'Tedium' model*



2010 World Championships

During late July several of the MAAA Australian teams were competing in World Championships. There were a number of successes.

Robert Fitzgerald and Mark Ellins placed first in the F2C Team racing. In doing so, despite confusion caused by FAI with the results, they are claiming two World Speed Records during the heats and final racing. Congratulations to the two new World Champions.

Tom Linwood placed third in F2D Junior Combat in Hungary.

Carl Strautins placed third in the Senior F3J Gliding event in France.

David Law placed fourth in the F4C Scale event in Poland.

On behalf of all MAAA members, the MAAA Executive would like to congratulate those who placed in these events as well as all the other team members and supporters who assisted.

Two MAAA Australian Judges officiated at these World Championships and their commitment is appreciated by the entire membership. These Judges are:

Joan McIntyre F2 Control Line Stunt

Noel Whitehead F4C Scale

F3C (Helicopter) 2011 World Championship Team Trials

Notification has been received that the Helicopter Subcommittee intend holding team selection trials for the 2011 World Championships to be held in Italy between 18 – 28 August as part of the 64th MAAA Nationals. Further details will be available in the Nationals Bulletin number 3 to be issued at the end of August 2010.

F3D (Pylon) 2011 World Championship Team Trials

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August. AMPRA will be hosting the following multi team trials for the 2011 F3D Pylon event. Any one of the following State Champs:

Victorian State Champs, Hamilton 16 - 17 October 2010
64th Nationals Queensland 29 Dec.2010 to 7 Jan 2011

In addition to the competitors, the Organising Committee for the 2011 F3D World Championships would like to hear from as many members or interested people who wish to be part of this event in the capacity of a helper. A World Class event such as this requires an enormous amount of outside assistance, so if you are able to help please contact the Secretary of the 2011 F3D Organising Committee at secretary@F3DWC2011.com

F3K (Hand Launch Glider) 2011 World Championship Team Trial

This is a new event on the World Championship calendar, to be held in Sweden from the 4 to 10 July 2011.

Proposed Team Trial

Contest Event - Australian F3K Hand Launch Glider Championship 2010

Diggers Rest Victoria, Davis Road (Melways 351 F1)

Saturday 27th & Sunday 28th November 2010

Contest Organisers: Brett Anthony 0412 518 554 brett@f3k.com.au

Theo Arvanitakis 0414 626 464 theo@rcga.org.au

Contest Director - Gerry Carter

World / Continental Championships and Trans Tasman Events Calendar

2010	
EVENT	Awarded to
F5B, F5D	USA - Muncie Dates: 20 – 25 August
F3A Asia-Oceanic	Philippines Dates: 19th - 25th September, Bacolod-City
F3C Asia-Oceanic	Tung-shih (Chinese Taipei) 17-23 Oct
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

Tomboys, Jets, Pylon racing and Control Line.

By George Carnie.

Saturday, August 7, 2010

The popularity of the "Tomboy" class has taken many by surprise and to encourage participation, it was suggested that we hold a "Tomboy" event every club day. This was not meant to be a full blown contest but simply a nominated day to ensure members had their "Tomboys" with them and a couple of group flights would be the order of the day. The first of these was to be Club Day in August and accordingly the web site advertised "don't forget your Tomboy".

The week before Club Day I received a call from our friends from HMAc (Tony Gray) and he was keen to join in and we, as always, were very pleased to have their support. As is customary, Tony rang me the night before for a weather analysis and everything pointed to favourable weather for a change! It was hoped Gavin Hallam and his jet would arrive also. Saturday morning and the weather was perfect - let's hope we get a few for Club Day we thought! We were overwhelmed by the turnout - 35 people attended the day! As well as our own members we had HMAc members, including Gavin and his jet that made the trip all the way from Nubeena! We also had visitors from Devonport - word had got around that there was some real fun to be had at LMAc! The turnout was so good that our normal "Club Day" had to give way to a "Tomboy" competition.

Will Deal did a great job of coordinating the "Tomboy" event ably assisted by Peter Groombridge who assisted with the timing and held up the countdown boards. Will has written a report on the event, here is what Will had to say -

Sensational weather, lots of friendly modellers and a record entry of 17 models for the Tomboy event was the ingredient for far too much fun. Models consisted of Tomboys, Sportsters and Cardinals with many of these fine models from the workshop of Greg R. Most were powered by the excellent MPJ 0.6cc diesel, however others included a variety of Mills 0.75cc plus a McCoy 0.8cc and not forgetting the electric Tomboys of Greg R and George C. Merv Cameron's Sportster was powered by DC Merlin 0.75cc and although a little hard to start at first put in an excellent flight in the 3rd round.



The most pleasing aspect of the day was the fact that all models flew very well indeed and most recorded excellent times. Only a few had hard luck stories; Scott Webberley had gear failure in the first round and had to retire his model for the day, Dave Jacobs had an engine crankshaft fail after the 1st round and George Carnie had overheating problems with the electric motor in the 2nd round.

After the first round we decided to have an 8.00min max apply to speed up proceedings. Three rounds were flown with some really excellent performances. Apologies to Chris & Darren who I failed to call up for their third round. Top spot for the day was shared by Tony Gray and his son Anthony Gray, both scoring 3 x 8.00min max, followed very closely by Greg Robertson and Peter Allen who both had 2 x 8.00min max's.

The superb landings of Owen Cameron and Anthony Gray during the competition were definitely worth a mention. Perhaps we should allocate extra points here!

Sportsmanship award to John Jongbloed (JJ) who lent Dave Jacobs his spare MPJ engine after Dave broke his crankshaft. Unfortunately this MPJ developed a problem with a loose cylinder head and Dave had to retire for the day.

After the comp JJ set off for the lakes in his new motor home for a spot of fishing – talk about a good weekend!

Many thanks to Alice, Kerry and Faye for the excellent lunch, you look after us so well.

Thanks also to Peter Groombridge who travelled up with Gavin Hallam and helped all day with the Tomboy timing. I understand Peter now has a Tomboy model which will add to the ranks for the future.

It looks like Tomboy concept is here to stay – serious fun for all!

Stand by for the next Tomboy event - news soon

Regards and thanks for a really top day

Will

After the Tomboy events, general sport flying took place however the truth was that most were anxiously waiting to see if the jet would take to the skies. Why not you might ask, given it was a perfect day, calm weather although grey skies? The reason - Gavin was waiting for some wind! Whilst the calm day is always great for general sport flying and especially for the "Tomboy's", it was not ideal for the jet. We had a "heavy track", little or no wind and a very heavy model. Gavin decided to wait a while longer and hope for some wind.

In the meantime we took a trip down memory lane and out came the control line models. I was warned of the likelihood of Peter Allen bringing a control line so a Friday evening call to Merv Cameron and Dave Jacobs was in order to ensure LMAC was represented. Peter Allen put on a spectacular display and demonstrated just what skill is involved in piloting these with amazing aerobatics and speed runs. There is no escaping from this once the model is off and running

you are committed until the model runs out of fuel! If you get dizzy turning around a bit - forget control line as we were getting dizzy just watching it. Tony Gray also put on a very capable demo. Dave Jacobs and Owen Cameron brought their control liners along but after watching the skills of Peter A and Tony G, gladly handed their models to Peter to fly. There were cries of laughter and amazement at the display put on.



At the conclusion of the control line, we were all still hoping to see the jet. Gavin did a survey of the strip, stepping out the length and thought "let's give it a go!". The air of excitement permeated through the pits. Gavin had hoped to visit a few times but unpredictable weather and a long trip from Nubeena (2.5hrs?) had prevented a revisit in recent months. He was here now and determined not to disappoint.

The aircraft was prepped and brought to the flight line. All the necessary precautions were taken including fire extinguisher at the ready. This is serious stuff! There was a pause and then Gavin was walking back to the pits. A no start we thought? "I accidentally let the air out of the retracts." Gavin responded with a smile. A recharge and all was ready. Gavin was concerned that the wet strip combined with no wind and the heavy model would see the model run out of runway before take off. Not a worry - the jet was airborne and screaming into the air having used up less than half of our 130m strip! What a shame I can't post the sound here - it was exhilarating to say the least. There were young lads with their fingers in their ears but smiles as wide as the runway on their faces. It was beautiful to watch a real miniature aircraft in action. Gavin had the stopwatch going so he could time his runs and allow enough remaining fuel for a safe landing. After a few blistering passes and some fast but also at less than full throttle, the undercarriage was lowered and an approach was made. Everything looked great as the jet lined up the runway and landed right on the edge of the runway and came to a sudden halt. Some minor damage to the struts but repairable.



The HMAc fliers then put on a pylon wing race in which LMAc members were happy to man the flags - the pilots again proved how indestructible these wings are!

It really was a treat to see such a variety of models, from old time "Tomboys" to control liners, pylon wings and a turbine jet display, the day had something for everyone. It again proved you don't need the biggest and the best to have a great day in Aeromodeling.

To those that may have been concerned about the usurping of our traditional Club Day and there were not many, rest assured this was a one off but we had to seize the opportunity to cater for the majority of those who attended. If you did miss out on a flight, take up the challenge and build a Tomboy, Sportster, Cardinal or similar - you won't regret it!

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