



# PROP TORQUE



Official Newsletter of the...  
**LAUNCESTON MODEL AERO CLUB Inc.**  
VOLUME 10

**AUGUST**  
2001



# Prop Torque..... August 2001

## COVER PHOTO

Some faces of the pioneers of our club. Any guesses as to who they are? Look out for a story in the next edition.

L-R Dave Jacobs, Merv Cameron & Greg Waddle

### EXECUTIVE...

**PRESIDENT** Peter Kidson (03) 6394 4380  
**V.PRESIDENT** Merv Cameron (03) 6344 5614  
**SECRETARY** Gerry de Groot (03) 6369 5284  
**TREASURER** Nigel Keefe (03) 6344 6079

**Next Committee Meeting:**  
**Monday, September 10th at 7:30pm at Greg Waddle residence 35 Collins St., Evandale**

Prop Torque is the Members Magazine Why not make a contribution?

How? Contact the editors George & Kerry -

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***Copy Deadline: Friday after 2nd Monday of each month***

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## CAPTAIN'S REPORT

**Peter Kidson (03) 6394 4380**  
[p.kidson@microtech.com.au](mailto:p.kidson@microtech.com.au)



### Captain's Report

Here we are once again.

September 15th is pattern day at LMAC. If all goes well we should have some pilots from the Northwest coming down for the day. This event as I've mentioned before will be the first time we will run the novice pattern. To this end I have spoken to a few members interested in taking part in the flying and will hold a novice school on the 25th August.

Pilots will go through the pattern and gain insight into how best to perform the different maneuvers and generally what to look for to gain improvement in flying skills. All those who may be interested please try and turn up if not for the school then on the 15th to support our club.

Railex this year will soon be upon us. This year the Committee will be looking for someone to run the event on behalf of LMAC. In previous years it has been left up to Committee members to organise the whole thing for LMAC, this includes ringing members to get models for the display, manning the stalls, selling raffle tickets and taking the whole thing down again at the end, well this year is going to be different, if nobody puts their hand up to organise our side of things then LMAC will not be there.

Please contact a Committee member if you have an interest in running the event on behalf of LMAC.

At the last Committee meeting we talked about reviewing the safety rules as people are still taking liberties with theirs and other pilots safety. Comments were put forward on issues like flying over the pit area, taxiing into and out of the pit area. I know we try and be as careful as we can, but accidents happen. We on the Committee also realise that we are playing with toy airplanes and to maintain the fun and freedom we have the club does not want to end up being rule bound. That is so many rules and regulations you cannot breath without some one saying you're not allowed to do that here. So over the next few weeks we will review them and represent the rules we have for all to see. Be warned though!, if



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## CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380  
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you have a habit in your flying that breaks the rules fix it now or we'll just have to send the boys round.

The last thing I'll mention for this time is the 7 cell glider competition held the other week, I was seconded to run the comp with help of course. Geoff Hayes is still away but before he left he gave me the rules on how the 7 cell runs. As always we hold a pilots briefing to let them know how the event is going to run. I was quickly told the rules were wrong and that's not how it should be timed. A debate followed about who was right and who not. It seemed to me that the printed sheet of rules I had been given was right and why wouldn't it have been, it even looked official. Well apparently the sheet is wrong I was also told we have this argument every time this event is run, well lets fix the problem. How about someone in the 7 cell glider fraternity getting a set of the correct rules so we don't have the same argument any more. More on the competition later in the newsletter.

That's it from me for now, by the time you read this newsletter the next competition will have been run, that's a funfly, goodluck to those who take part.

Level wings and all that.

*Pete....*



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**SECRETARY'S REPORT**  
**Gerry de Groot**  
**Ph: 0417 536 200 (BH) or 6369 5284 AH**  
[gdegroot@vision.net.au](mailto:gdegroot@vision.net.au)



Hello All.

### **Membership Cards.**

Thanks to those who got in touch to let me know they had not received a new card. These have now been issued. If, when you read this, you still have not received your new card, then please call me.

### **Annual Dinner:**

In the last column the LMAC Annual Dinner was going to be moved back one week. This has been confirmed. The AD will now be held on 14 September - hope to see everyone there.

### **Safety Issues**

At the last meeting held on August 13, the Committee decided to make further efforts to maintain safety on the flying field. This is not to say that there have been accidents, but, as you will see if you look inside the cover of this newsletter, the Committee has a responsibility to act as "Safety Officer" for all flying operations. In practice, all Committee members are available to answer questions on safety as well as point out matters of safety to club members when on the field. At the same time, the Club's safety rules will be under scrutiny to make sure that they are relevant, up to date and actually contribute to a safer hobby for all concerned. All members are encouraged to be more aware of safety on the flying field.

### **On the 'Net**

I know some folks are interested in electronics as well as flying. A site that has some interesting projects such as battery chargers, glow drivers and other goodies) is [www.uoguelph.ca/~antoon/gadgets/labc.htm](http://www.uoguelph.ca/~antoon/gadgets/labc.htm).

### **Project**

Although I build from kits, I have taken the plunge and started scratch-building. It is an Old Timer design called the "Debby", a

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1939 US design first built in Australia in the '50s by Harold Stevenson. Wingspan is 1.9m; plan is from Airborne magazine, but very few examples about. Hope it all works!

That's all for this month. Until next time, happy flying  
Gerry de Groot

## World F3D Pylon Racing Championships Results

1st	C. Callow	804.5	Australia
2nd	S. McAfee	814.1	USA
3rd	H. Bartle	825.3	USA
4th	B. Steele	829.2	Australia
31st	Chip Hyde	1075.8	USA (former world champ)
32nd	R. Phelan	1087.7	Australia
1st	Sweden	2669.8	
2nd	Germany	2675.7	
3rd	Australia	2721.5	
4th	France	2724.6	
5th	Japan	2761.7	
6th	USA	2881.3	

The exciting part of this result was Chris Callows' 1st place and World Champion status. He is only 20 years old!





## The AdvenTures of JAke

### Part 4

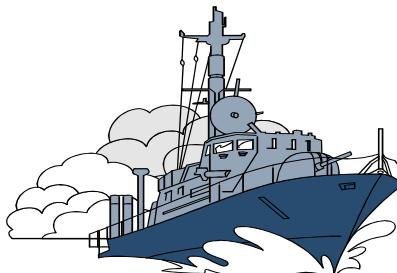
#### Jake is found and lost?

As Jake watched the periscope finally disappear beneath the surface of the cold, dark water the sound of the destroyer hit his ears. It started as a rhythmic drum, faintly audible at first, slowly building until the sound was identifiable. "It's coming this way", thought Jake. He was beginning to get excited as he quickly recognized the sound as one of the allies ships. Just as quickly he remembered the sub.



Jake had seen the direction the sub had taken. In a straight line for the Destroyer. It only took him seconds to work out what to do. He had to warn the ship, but how?.

"I'll fire a flare", he said to himself, "that'll show them my position". Jakes idea was simple, he would get the Destroyer to come over to where he was, bringing it in to the path of the submarine. the distance between the two vessels would not be great enough for the sub to fire a torpedo and as soon as he was aboard, Jake would inform the Captain about the German U-boat. Jake fired the flare.



Alf, who had got himself aboard the Destroyer to help with the search for Jake yelled out, "he's over there," shaking his arm in the direction of the yellow life raft, "he's over there". The Destroyer slowly began it's turn in the direction of the raft,

The submarine Kapitan changed his mind about attacking the large destroyer. Maybe the wet pilot could be of more help. Maybe he would get the wet pilot to tell him the whereabouts' of enemy air fields. That information would be very welcome back at headquarters. It was nearly time for him to take the sub back anyway as their tour of duty was almost over. He had been accused of being too soft with the enemy. Of not

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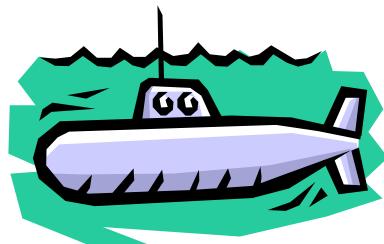


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wanting to kill other submariner's or Sailor's who were trying to kill him and his crew.

Well this would prove he was loyal to the party and it's leader. If he could supply the party with information about enemy positions, "I may even win the Iron Cross", he said to himself. "Prepare to surface", he yelled to the Officer on watch, "We are taking on a passenger". "Ten degrees up bubble", The sub slowly began to rise. "Mark the enemies position and get me close to that raft". Said the Kapitan, "and quick as you can, we don't want to be a sitting target".



There was roughly two thousand yards between Jake and the Destroyer when he saw the bubbles break the surface for the second time that night. It was heading is his direction sending a bow wave spiraling out toward his raft. The wash as the sub arrived rose from the sea and pushed the raft over spilling it's contents into the cold murky water. Jake coughed and took another mouthful of English Channel water. Spitting it out he began to swim in the direction of the approaching Destroyer when he heard,

"Swim over here", said the Kapitan. Jake had no choice. The Destroyer was too far away. "This is it", he thought to himself "I'm going to die". He was helped on deck by two of the crew and immediately shook himself free. He moved in close to the one nearest and punched him hard in the Solar Plexus. The crewman bent double and slowly slid to the deck gasping for breath. The other crewman pounced. Ducking to try and gain the advantage Jake drove a hard left to the mans stomach, twisting, he swung an uppercut to the Germans chin. His fist merely bounced off. The German smiled at the puny English-man.

Jake saw the blow coming but was unable to get out of it's way. The fist crashed down on the middle of his head. All went dark for a few seconds. Jake was aware of being taken below. As he was dragged through the tight corridors he could feel the sub diving again. Back on the Destroyer, Alf looked on shocked at what he had just witnessed. "He's gone", muttered Alf to no-one in particular, "he's gone".

More next time...

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## INDOOR HAPPENINGS From Norm Bainbridge

The evening of the 3rd August found five fliers in action with a wide variety of models. Among them Tim Sydes with a private air force of delightful Peanuts. Among his five Peanut line up was a new 'Druine Turbulent' for flight testing before completion of detailing, an 'Eastbourne Monoplane' and a 'Piper Cruiser', the latter two in particular turning in some good flights. Tim's other model, a Hangar Rat, was also doing all the right things. An unusual scale like model, making it's first circuits was John Kitson's rubber powered foam 'Tiger Moth' (scale like that is except for a vastly over size prop). A minor design fault in this kit to be overcome however, it looks very promising. Peter Haworth revelled in the extremes of the indoor world, on one hand a radio controlled electric 'Piper Cub' which was a little on the quick side for the size of hall however, was notable in just how forgiving it was in flight, and on the other hand two hand launched gliders which were thrown most capably by his daughters Sarah and Lauren.

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## *Some of the regulars at the July PCYC Indoor night.*





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Hangar Rats were also flown by Greg Waddle, John Kitson and myself, however it was one of those nights with all the Rats struggling for air time and motors blowing! John's 1:51 being the best for the night. More successful in amassing flying time was Bruce Nye, who came along equipped with a Penny Plane and the EZB featured in last months newsletter, the latter recording a best flight of 3:47.

Gill, Dianne, Sara and Mary, with some help from Sarah and Lauren, manned the time keeping bench throughout the evening. Alas the evening came down to earth with a bump when we set off for the now traditional coffee afterwards only to discover our favourite haunts were full, it seemed everyone in the city was partying!

**The next Indoor get together will be on 7th September and  
on that occasion the aim is to air some EZB's.**

## **CLASSIFIEDS** Free to Members!

### **FOR SALE -**

- Luton Minor (for electric) - 40" wingspan Blue & White colourings. **\$100 dry Nice Flyer**
- 2 metre Glider—requires small gear **\$60**
- 100" Glider—Nice vintage shape. Aero tow or winch launch—**\$110**

**Contact Greg Robertson 6343 1753**

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### **FOR SALE -**

- Lion Electronics Tx/Rx Charger/Discharger (Cost \$110)  
sell best offer.

**Phone George Carnie 6398 2141 or 0418 134672**

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Some snaps from last weekends non FunFly day—Thanks to those that participated in the working bee that resulted from the poor weather.



Merv spent all afternoon running up and down the strip but no sign of take-off eventuated.



Greg mows the pergola area, while Alice rides... I mean, sweeps with her broom.





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## Contest Directors Report

### 7 Cell Glider Competition—July 21, 2001

By Pete Kidson

Geoff Hayes, our CD has turned intrepid traveller so others were needed to help run this particular contest. Which by the way turned out to be an enjoyable day.

Merv Cameron and myself were somehow nominated to organise and run the event. Merv arrived early and got started on the preparation of the field; you know, the usual 15 and 30 metre landing circles, cutting grass and having a general tidy up. I arrived shortly after.

It should be mentioned at this point, that there had been a pipeline up near the entrance to Symmons placed right across the runway. This could have made life interesting for competitors, however a couple of 'phone calls later and we were given the okay to move it. Our thanks to all concerned and in particular the Youl family for their support and assistance.

So, back to the contest. I began to get the paperwork side of things going with names of entrants and asking such questions as "how is this competition scored?". That seemed to open a can of worms. The rules sheet Geoff gave me just prior to his departure said one thing but the competitors said another and that we have this argument every time this contest is run. Anyway it was soon sorted out and we ended up with five pilots for the day.

There were five rounds in all with all rounds counting. Greg R took to the skies first with Merv timing the flight time (max 300 secs) and myself timing the motor run. As usual with Greg, it went smoothly with a good flight and also gaining some landing points. Jacques was next also with a good flight and earned 30 points for landing within the centre circle. George Carnie followed and he too earned 30 points for landing in the centre circle and his flight was followed by Richard Coopers'. By his time

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Merv and I had the hang of the scoring and so we gave Richard 30 points for landing in the centre. This was easy or at least it looked easy! Next to fly was Dave Jacobs. His Spirit left his hand on its upward journey but failed to reach any real height and landed fairly quickly. Dave at this point could see the Spirits' motor was not as strong as the wind which was increasing as the day went on and he decided to give it away as he didn't want to damage his model.

The four remaining pilots all had good flights with two and a half rounds being run before lunch was served by the girls in the clubhouse—thanks girls. Back outside again the wind had picked up a little but it didn't seem to put off any of the pilots, all making the best of the remaining rounds. The winner for the day was Greg Robertson followed by George Carnie, Jacques Wakae, Richard Cooper and Dave Jacobs.

Thanks to the contestants and also thanks to Merv Cameron for his preparation of the field. Never mind about the bullseye Merv—it was nearly in the middle. I'll wait until Geoff gets back before announcing the points and the standings in the new divisions.

Don't forget, the next competition is a FunFly event so get your ideas of what you want to have happen at this contest in as quick as you can or you may miss out on your favourite event.

*(This event was cancelled due to weather but send in your ideas anyway. Ed.)*



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# From the Editors

Hello to all,

### Annual Dinner

As advised in last months' PT, the dinner will be held at the Centennial Hotel, cnr Bathurst and Balfour Sts Launceston , on Friday September 14, commencing at 7pm. It is a great night to catch up with everyone in a pleasant, convivial atmosphere.

There will be the annual prize presentations as well as a raffle for a flight box carefully hand crafted and kindly donated by Andrew McEntyre. As numbers have to be confirmed by September 7, please call Kerry to book.

### Club Badges

We have a winner! The sample badges left at the clubhouse were reviewed by members and the winner has been selected. The winning badge is on display at the clubhouse. Embroidered badges have been ordered and the orders are coming in thick and fast! Price for the badges (which will be a collectors item!) will be \$10.00 ***But wait there's more!!!*** Included with the cloth badges absolutely free (well almost) will be two club stickers. These badges are colourful and will look excellent on your flying jacket, hat or whatever. The stickers add a unique identity to your models or flight boxes or wherever you care to stick them.

The Cloth badges will be approximately 90mm x 90mm  
(Note: these are fully embroidered badges and as we are only purchasing a limited amount to test demand, please get your orders in early to save disappointment).

The included stickers are approximately 48mm x 48mm.  
**All for the bargain price of \$10.00!!**

Additional stickers will be available in a variety of sizes and will sell at the following prices.



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4 stickers per A4 page	\$2.00 each sticker
8 stickers per A4 page	\$1.10 each sticker

Also available are reversible stickers for your car window.

Inquiries and orders to the Editors.

### **Clubhouse Security**

On Saturday, August 4th, it was noted that the clubhouse door was left unlocked and ajar. The clubhouse contains a lot of equipment, individually not of great value but collectively a lot. Some of which is irreplaceable. The equipment belongs to every club member so please ensure if you are the last to leave everything is locked up. The committee discussed whether they should reconsider clubhouse keys being distributed to any member who wants to purchase one but recognised the facility is there to be used. However, if the clubhouse is left unlocked, the committee will have no choice but to review the situation.

### **Fathers Day Raffle**

If you haven't already bought your tickets in the Fathers Day raffle. Call Alice or Kerry to reserve your tickets or buy some at the flying field before Sunday, September 2. It all helps to raise funds for your club.

*Thanks to Birchalls and OzE-Flight for their kind donations.*

***Fly Electric and put a spark in your life!***

### **George & Kerry**



### **Cafe Symmons**

The winter weather again kept people, apart from the regulars, away from this months club day. Thanks to all who came.

*Alice R.*



Contact Peter Haworth

42 Newland Street

RIVERSIDE 7250

Ph 6327 3634 after 8.30pm

Fax 6327 1140

[www.ozeflight.com.au](http://www.ozeflight.com.au)

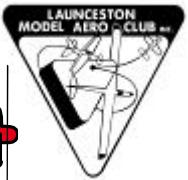
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**Have fun with 7 cell gliders—convert an existing glider, build a new one, or buy an ARF (a few mods are necessary to get better than modest performance).**

**Wide range of gearboxes, motors, Electronic Speed Controls, chargers and quality batteries available (both Nicad and Nimh)**

**For electric flight products, and advice you won't find at your local hobby shop!!!**





## Coming Events



**Tear out this page and keep it handy**

DATE	EVENT	DETAILS	TIME
Aug. 25	NWAM	Glider Day	9:30am
Sep 7	Indoor Evening	PCYC Abbott St	7-9pm
Sep 14	Annual Dinner	Centennial Bathurst St	7pm
Sep 15	Pattern Day	Nov./Sp'man/Adv./Exp.	10am
Sep 29	NWAM	Pattern Day	9:30am
Oct. 5	Indoor Evening	PCYC Abbott St	7-9pm
Oct. 20	Open Glider	Round 2	10am
Oct. 27	NWAM	Glider Day	9:30am
Nov. 2	Indoor Evening	PCYC Abbott St	7-9pm
Nov. 10	NWAM	Scale Day	9:30am
Nov. 17	7 Cell Electric Glider	Round 2	10am
Nov. 24	NWAM	Pattern Day	9:30am
Dec. 1	NWAM	Glider Day	9:30am
Dec. 8	NWAM	All Models Day	9:30am
Dec. 15	Fun Fly	Round 3	10am
Jan 19	Scale Fly In		10am
Feb. 16	Pattern Day	Nov./Sp'man/Adv./Exp.	10am



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## *Coming Events cont.*



DATE	EVENT	DETAILS	TIME
Feb 23/24	NWAM	State Pattern Ch'ships	9:30am
Mar 9,10,11	SMS	State Open Glider C'ship Bothwell	10am
Mar 16	7 Cell Electric Glider	State Ch'ship.	10am
Apr. 20	Fun Fly	State Fly'in	10am
<b>“BOLD”</b> text denotes LMAC events			
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.			
<p>“Club Day” is the first Saturday in each month. “Cafe Symmons” will operate each Contest Day and Club Day. <i>(Please come along to both these events. These are important fund raising events for your club . Ed.)</i></p>			



## **BIRCHALL HOBBY DEPARTMENT**

- Fuel Pumps
  - Hand Crank \$21.50
  - Electric \$30.36
- Servos
  - Hitec HS300 Std \$31.88
  - Hitec HS422 deluxe \$41.95
  - Hitec HS60 super micro \$103.71
  - Sanwa 1301 \$28.41
- Hitec 4.8v Receiver Nicad Pack \$53.32
- Hitec 8 cell Tx Nicad Pack 600mAh \$81.50
- Hitec Auto Cut-Off unit \$45.95

### **\* Attention All Members \***

Please remember that all current members on presentation of your LMAC membership card, receive 10% off al our hobby items, excluding already reduced products.

**BIRCHALLS**  
118-120 BRISBANE ST  
LAUNCESTON  
**1800-806-867**

If not claimed within 14 days  
please return to  
P.O. Box 1204  
Launceston Tas. 7250

