



# PROP TORQUE

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<b>Committee</b>	Andrew McEntyre	6384 1048

**L.M.A.C., PO Box 1204, Launceston Tas. 7250**

Our Secretary, Gerry de Groot with his Old Timer "Debby". A 1939 USA design. Gerry reminds me "this model is covered in silk" and is a "real aeroplane". Sports a Magnum 30FS. Nice model Gerry!



Official Newsletter of the...  
**LAUNCESTON MODEL AERO CLUB Inc.**  
VOLUME 12

# AUGUST

## 2002

# Super Winter Specials

NEW FROM ZN LINE - HYDEAWAY & ENIGMA



## HELICOPTER KITS

NEXUS 30	\$420
JR HELI'S	
VENTURE 30 ARF	\$ 950
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DA 100	\$2290
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## ENGINES



### 2 STROKE

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MAGNUM 45	\$170
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OS 91FX	\$445
OS 140RX	\$840
OS 160FX	\$590

### 4 STROKE

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YS 91	\$785
OS 120SE	\$761
OS 120 SI	\$790
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DAVE'S AIRCRAFT WORKS	
ME109, P51 ETC	\$165

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KAVAN PRO JET 1	\$165
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EPP	\$123
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2M AILERONS	\$370

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## CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380

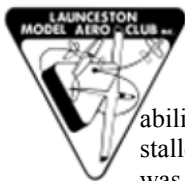
p.kidson@microtech.com.au

Don't you think it's great to at last see the fine weather? Hello to all once again. I've just had a call from our editor George, he asked me for my report because it's a wee bit late getting done this month. So I'm having to hurry and write something. That's a bit ironic really because I can only read slowly!.

We held a committee meeting a while ago. Just the usual thing. I will say though, Geoff Hays has taken on the job of organizing this years Railex on behalf of LMAC. If any of you think you may be able to help in any way please contact him or any of the committee members and put your name down. As LMAC was not represented at last years show this year we would like the club to put in a big effort and stand up and be counted on the model aircraft front.

Talking about George I heard a story from non other than himself about a little problem he was having at the last competition up at the field. He asked me in no uncertain terms not tell anyone so don't say anything or I'll deny having told you. It's all to do with Rudder verses Ailerons but perhaps you had better ask him yourselves.

The aforementioned comp was a roaring success with all models of a high standard in free flight, old timer's and scale. I'm sure Geoff will cover the whole thing in his article, but I might just have a couple myself. Firstly I was approached by Dave Jacobs who asked me to give his Tomahawk it's maiden flight. Now many years ago I had a Pilot kit of the Tomahawk. Good kit nice model. Powered by an OS 25 bought specially for this model. One thing with a T-Tail plane you really have to let it build up flying speed before lift off or it will tip stall very sharply. (Anyone know why)? I managed quite a few flights with this model before attempting mild aerobatics. One other characteristic they have is the



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ability to what looks like stall at the tail. Let me tell you once it's stalled not much will bring it back again. Yes of course the model was wrecked, (Just don't tell Dave). We delayed it's first flight until a later date...

The other thing I should mention is the scale part of the comp. Some of the pilots had spent a considerable time revamping their planes. You know the installation of controls, pilots and instruments only to be told that if we did not have a picture of the real plane we had copied then no static points would be awarded.

Surely it ought to be that if you do have a photo then more points would be awarded. It may not have affected the outcome but it would have made those people who did bother to spend a bit of time on their models a whole lot better. I by the way chose to fly in the scale with my Super Cub, complete with controls, pilots (a right motley crew they are too) and lets not forget the instruments, I happened to choose a touch and go for one of my designated maneuvers. One of the Judges I over heard say, bouncing does not count. He also joked with me after my last touch that I had picked a crappy maneuver. As soon as the plane touched down the motor stopped. Very frustrating. I was pleased with the way it taxied though, you know, using rudder instead of ailerons to steer. (Ask George).

See you at the field.... Pete.

P5 with his Super Cub—  
Note the "Blues Bros" in the  
cabin. Peter went to some  
trouble to buy the flight crew  
and make them "fit". *(I won't  
tell anyone they're legless  
Pete).*





## SECRETARY'S REPORT

Gerry de Groot

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[gdegroot@vision.net.au](mailto:gdegroot@vision.net.au)

Hello to all

Here are some snippets from the August committee meeting, held on 12 August, 2002 at Gill Waddle's (for whose generous hospitality the Committee are very grateful, I might add):

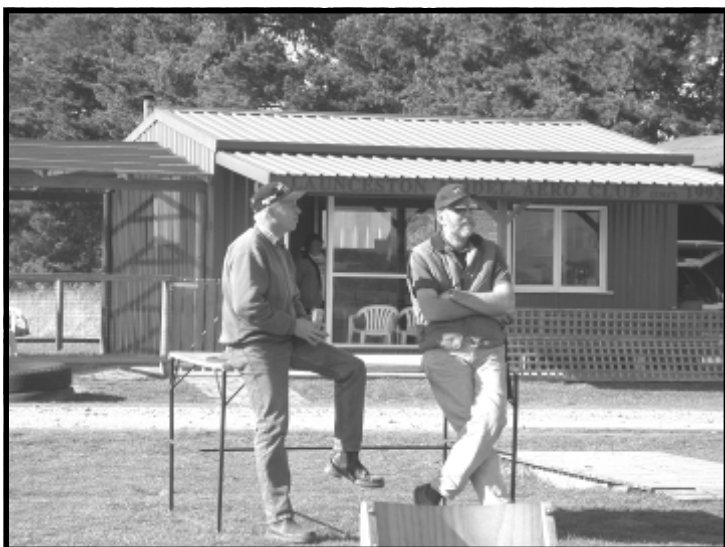
- Railex is under way! Geoff Hays has very kindly volunteered to be LMAC's Railex Coordinator for 2002. He has been assured of assistance from within the ranks of the Committee, but all members are asked to consider how they might assist Geoff when the time comes. At this time it might be worth remembering that our great hobby will only survive if we can interest the next generation in it; otherwise it will die out with us. This is why Railex is so important *to us* – it is an opportunity to showcase our hobby to a large audience.
- By the way, here's an indication of how far-reaching the changes in our insurance arrangements are. We now have to submit details to the MAAA of any displays we wish to conduct, static as well as flying, for sending on to the insurance company. This will include our static display at Railex.
- Merv Cameron is now our official, MAAA-approved Heavy Model Inspector. If you want to fly a model aircraft with a flying weight exceeding 7kg, then you should to contact Merv to arrange an inspection before you fly.
- The Civil Aviation Safety Authority introduced new regulations on 1 July, including raising the height limit for model aircraft operations from 300' to 400'. However, information has been received from the MAAA indicating that due to legal difficulties, CASA cannot introduce these changes just yet. So, take note all you cloud cruisers and thermal hunters (those who are not satisfied until the model is a mere spec!)
- While not specifically discussed at the meeting, thanks to Merv  
*(Continued on page 6)*



## Prop Torque..... August 2002

Cameron for his untiring service in mowing our flying strip. If you think it is easy, think again. Nothing that has to be done regularly (and well) is easy. Thanks, Merv. (If I've overlooked any other mowers, I'm sorry.)

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



P5 and our secretary Gerry, observing the days activities—or contemplating the next challenge ahead of them?

# From the Editors



George & Kerry Carnie  
"Glenhaven" 50-62 Fairtlough St Perth 7300  
e-mail: [gcarnie@tassie.net.au](mailto:gcarnie@tassie.net.au)

Hello to all.

The magazine is a bit late this month as my number 1 flight assistant is visiting her daughter in Western Australia who has just given birth to a baby girl Hayley Jasmine. (I won't mention the late contributor because he has already admitted his sins elsewhere in the newsletter). Despite popular opinion, Kerry is relishing being called a grandmother!

What a great day on August 17. Free Flight, Old Timer and Scale. There is a lot to be said for mixed competitions on the one day. A chance for everyone to have an insight into some of the other flying disciplines. The turnout demonstrated there is still quite an interest in Free Flight and Old Timer.

On Tuesday, August 13 I thought "why not have a go in Old Timer". I rang around a few modellers to see if I could pick one up to fly on the coming Saturday; no luck. A review of local shops. Still no luck. A quick call to Brian Simpson of Perth R/C Models and I'm in luck. "I've got a Phoenix Old Timer on the shelf" he said. Within 30 minutes Brian was at the Post Office and it was on its way. Thursday afternoon Kerry was off to the PO and sure enough it was there. Assembly then started. But whilst I had a number of 7 cell battery packs, all were the conventional flat packs.

Another quick call, this time to Greg England of Oz-Eflight. I need 8 x 500mAh cells. Friday afternoon they arrive on the bus from Hobart. Around midnight on Friday night it was ready for the competition the next day. It flew very nicely but I was slow to learn that as a 3 channel model, the rudder was on the aileron stick and some interesting ground tracking took place. I have now programmed the rudder and aileron sticks to work together. Until next month..

*Put a spark in your life—Fly Electric*

*George & Kerry*



## Contest Directors Report

The morning of August 17 was one of those mornings that you just hope for, and we got it!

It was the third day in a row of fantastic late winter weather and as for the Free Flight Power Scramble, well it was just perfect. We ended up with 4 contestants on the day and all put in a commendable effort.

The hardest worker would surely have been our Secretary, Gerry who was runner for brother John de Groot who made him certainly do his morning's constitutional. Bruce Nye had one of Greg Waddle's memorable machines and had a bit of propeller problems which it seemed would force his early withdrawal but after being able to get a spare part continued on to get third place.

John and his son, Daniel, came 1st and 2nd respectively and Tony Gray from Hobart, who came late to start and could only do half the allotted time, came 4th but his score was such that if he had been there for the hour it may well have been a different result for the placing's. A great start to a great day. Scores are as follows –

Contest Scores 2002-2003			
Free Flight Power Scramble 17th August 2002			
Contestant	Score	Points	Division
John de Groot	1699	110.00	B
Daniel de Groot	1310	87.10	B
Bruce Nye	606	45.66	B
Tony Gray	>>>>>>>>>>		HMAC





Then we moved to the next event which was the Old Timer event for vintage type aircraft. We had 7 contestants for this event and all seemed to have a great deal of fun. We had two visitors from Hobart to join with us; Mike Hawkins and Peter Lambert, who said they enjoyed the day with us. Scores for this event really went well as the difference of 7 contestants over 3 rounds flown was a mere 116 points from highest to lowest.

First round was all power for 5 minutes from take off to landing with landing in a marked area. The next round was the same but no times were communicated to the pilot who had to guess how long 5 minutes was and they all went quite close to the mark. The following round was a power and glide event with some strict rules on motor cut out and scoring which really sorted things out a bit.

All in all a great deal of fun by all in this event. Lunch was taken at this time and while we were having a bite to eat the heavy laden crop duster aircraft took off which added to the excitement of the day. Scores as follows -

Contest Scores 2002-2003			
Old Timer 17th August 2002			
Contestant	Score	Points	Division
Greg Robertson	709	110.00	A
Andrew McEntyre	694	110.00	B
George Carnie	680	107.98	B
Peter Lambert	678	>>>>>	HMAC
Mike Hawkins	655	>>>>>	HMAC
Kevin Hay	634	99.42	A
Gerry de Groot	593	95.44	B



*(Continued from page 9)*

After lunch we had the 3rd and final event for the day, the Scale contest at which 5 pilots tried their best at their chosen optional manoeuvres, coupled with take off and landing. Only two chose to have their models presented for static judging. The two that did present for static judging went on to win their respective divisions; Kevin in "A" and Andrew in "B".

It was great to see Mike Adams from P.F.L. join us for this event and he actually took out 2nd place overall. Well done Mike. Scores were as follows -

Contest Scores 2002-2003			
Club Scale Contest 17 August 2002			
Contestant	Score	Points	Division
Andrew McEntyre	308	110.00	B
Mike Adams	299	>>>>>	P.F.L.
Dave Jacobs	276	99.61	B
Kevin Hay	265	110.00	A
Peter Kidson	200	85.47	A

Really it was a great day all round weatherwise and flying wise. The rollup at the field was the best day's turnout for quite a while, from 9am until around 4pm we had 30 or so people on the field from pilots, helpers, spectators and caterers. Well done everyone and all took home their model in one piece.

The next event at Symmons Plains is on the 21st September and it will be a Novelty Fly In (Round 2). I might point out at this time that the Committee has decided that pilots will not be allowed to change models in these contests. The model you start with is what you will complete the competition with, unless the first model is damaged and cannot be repaired. In this instance the CD may allow another model to be used. Also everyone will drop their lowest scoring round for the



event and that may go well towards equalising the difference between IC and Electric power for some of the tasks on the day. Gliders as such will not be suitable for Novelty Fly In events. So if you want to be competitive, a suitable all-round model will give you this capacity; either IC or electric. At our next event we will have the following -

1. Touch & Go's
2. Bomb Drop (water filled)
3. Power Differential (fastest to slowest)
4. Modified Pylon
5. Guess the Time (you call it)

So if you can come with a model that is capable of these sort of events then you will quite possibly have the chance to win. Well that's about it from me now.

So as always....Happy Landings All.

*Geoff C.D.*

Contest Scores 2002-2003					
POINTS TOTALS After 7 Contests					
Division A			Division B		
Contestant	Contests Entered	Points	Contestant	Contests Entered	Points
P. Kidson	4	388.22	A. McEntyre	4	423.99
K. Hay	4	373.67	G. Carnie	3	271.67
G. Robertson	3	330.00	D. Jacobs	2	209.61
			P. Haworth	1	103.43
			G. deGroot	1	95.44
			K. Gray	1	88.90
			D. deGroot	1	87.10
			B. Nye	1	45.66
			R. Cooper	1	29.74



## Hanger Talk

Anyone who observed the conduct of Kevin Hays around my model recently, must have had a question mark. Kevin noticed me having trouble with an engine that continued to stop. Kevin, always willing to help, came over and grabbed my model and started to shake the living daylights out of it! **The poor thing got such a shock it has never misbehaved since.** It seems the clunk in the tank was stuck up the front and of course would not deliver the fuel to the starved motor.

**Thanks again Kev.**

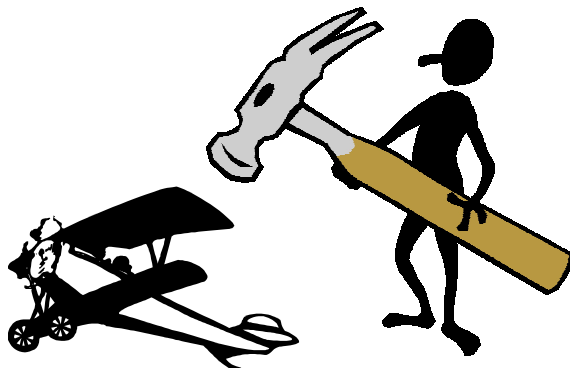
Also Pete Kidson is a good bloke (how much did that cost you Pete... Ed). He kindly sorted out a recent rebuild in it's first flight and hands the Tx back to me. He took notice of the ensuing twitchy flight path of the model and suggested that the cause of the trouble was a twist in the Tx antenna which was sending a confused signal to the Rx. You can always learn something. When I told others of the cause, none of them had heard that before??

Recognising the increased awareness of safety, I made a spiked stake with two prongs to locate in front of



the tailplane to make safe the starting procedure.

The yoke had to be driven into the ground. However Gerry de Groot noticed me carrying the mallet towards the model and called out "Don't do it Dave!"



Isn't it good to be in a club! None of us are perfect. Be kind to one another. Each one has a contribution to make.

**Dave Jacobs**



Dave preparing his Piper Tomahawk and Gerry in the background with his "Debby"



# Electrasite

## Some Safety Aspects When Handling Electric Motors

I was prompted into warning electric fliers about the inherent dangers of electric flying after witnessing heaps of safety infringements at the field. I know, I know, I am guilty of most of them myself! But the motto is; **“do as I say, not as I do”**.

The biggest danger is that electric motors are quite and innocuous, you can't tell at a glance if the battery is connected or not. The only way to render an electric motor safe is to disconnect the battery, NO other method, including on/off switches is valid. It must be noted that the existence of an on/off switch on a controller is based on the premise that the controller components will never fail. The switch does not isolate the battery from the controller's power components, it just isolates the on-board voltage regulator so that the controller logic and the receiver/servos have no 5 Volt supply, in effect the battery supply is just isolated from the motor by the thickness of the insulating silicon dioxide layer in the Field Effect Transistors, you are thus relying on a super thin layer of silicon 'rust' to protect you from harm. If such a layer would fail through old age or static discharge or such, your motor would go to full power immediately, bypassing all the built-in safeties of the controller. So to be extra safe, discard any switches (just cut the switch and jumper the wires together), then only connect your battery right before you fly and disconnect immediately after landing.

Having your flight systems connected and ready to go does not mean that you are safe either, ever had servo jitters? You must consider your speed controller to be just like any another servo albeit one with a bit more brains. If your controller receives a random pulse which falls between the expected norms, it may well turn the motor on, regardless if that is what you wanted or not. Such random inputs can come from other transmitters and any electrical noise generating systems such as fluoro tubes and even from your



*(Continued from page 14)*

motor itself, once it is running, so possibly perpetuating a problem once started.

The rule should be that once you have connected the battery (whilst restraining the model, 4 hands required of course!), you should keep the model restrained and everything else clear of the prop.

### **Samples of common errors**

*(I can proudly say that I have done them all)*

- When in the workshop, powering-up the system with prop attached and the model left unrestrained so as to spend some time adjusting the servo travels. *(more than once)*
- Turning your transmitter on **after** powering-up the model. *(sometimes)*
- Failing to restrain the model when connecting the battery. *(always)*
- Not allowing for sufficient prop clearance when connecting the battery. *(sometimes)*
- Allowing a model to rest on the ground when the system is live. *(sometimes)*
- Throttling-up without adequate prop clearance. *(couple of times)*
- Carrying the model by the nose without prop clearance for your hands. *(regularly)*
- Collapsing the transmitter aerial before retrieving the model. *(once)*
- Doing a range test without restraining the model. *(once)*
- Turning the transmitter off **before** disconnecting the battery. *(few times)*
- Working on the prop/hub whilst the battery is connected. *(few times)*
- Leaving the battery connected through a flight break or overnight. *(once)*

*(Continued on page 16)*



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*(Continued from page 15)*

- Adjusting servo reverse and/or throttle range on the transmitter with battery connected. (***once only and NEVER ever again, I swear!***)
- Plugging the battery straight to the motor. (*once, did need a new plug after that*)
- Locating air scoops on the model so that the prop edge can catch. (*once*)
- Making a hatch so that the prop can catch. (*once*)
- Using the power leads as hatch hold-down. (*always on one model, the problem is that if the hatch comes loose and catches the wind it will also disconnect the power leads*)

As you can see, I am **THE** example of a safety conscious modeler, by the way, how well do YOU rate?

**I am sure that there are more ways than that on the road to self-harm, but I have not had the privilege of trying them out yet.**







**Don't Forget—Badges are available for sale. Price \$10.00 (incl. 2 stickers).**  
**Contact Kerry, George or any Committee member if you require some.**  
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GWS Stick Fuselage version \$89

GWS Cub park flyer \$89

GWS Zero park flyer , painted green, \$119

SJPROPO Speed control 50 amp, 6-12 cells, bec \$104.95

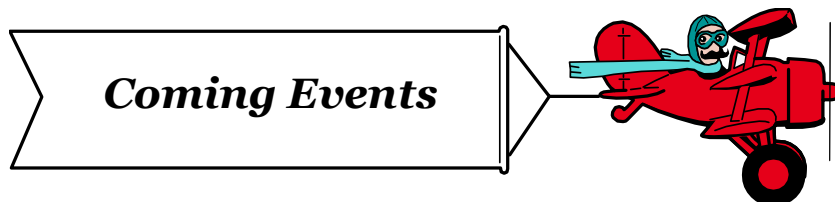
Speed 400 6V motor with speed control (8Amp) bec \$59

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DATE	EVENT	DETAILS	TIME
Sep 21	Novelty Fly-In (2)	LMAC	9:30am
Sep 29	Pattern Comp	NWAM	9:30am
Oct 19	Thermal Glider (1)	LMAC	9:30am
Oct 27	Glider Day	NWAM Don	9:30am

**“BOLD”** 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.**

**“Club Day” is the first Saturday in each month.  
“Cafe Symmons” will operate each Contest Day and Club Day.  
(Please come along to both these events. These are important fund raising events for your club . Ed.)**

## **ATT: Club Members**

Just a reminder that  
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# Candid Camera



The "Free Flighters" -  
Congratulations to  
John de Groot (far  
right) who won the  
event.



Some of the competitors from the  
August 17 competition day. A great  
day was had by all!



The "real" winner of the Scale  
event. The crop duster taking  
off with a full load. A bit of  
lunchtime entertainment for us.