



PROP TORQUE



*Merry Christmas &
A Happy New Year!*

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

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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, February 18th at
7:30pm at the Waddle
residence
35 Collins St., Evandale**

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

How? Contact the editors George & Kerry -

e-mail: gcamie@tassie.net.au

Facsimile: 6398 1216

Telephone: 6398 2141

Postal:

"Glenhaven"

50-62 Fairtlough St.

Perth, Tas. 7300

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

Hi,

At last the fine weather is going to be with us for the week-end and we have a contest. Well two in fact. This Sunday the 16th (yes I realise it will have been run by the time you read this, that is unless you are a time traveller but that's another story.) The first one will be a seven cell glider comp with the second another round in the flavour of funfly's.

Now if you really are a time traveller then you should already know the results of the 2 competitions, if you are an Earth bound person simply read the contest director's report in this newsletter, Hope I won, I'm sure I did, maybe not.

You can look back in time if you think about it, The light from the stars takes light years to get to us, (A light year is the distance light travels in one year) so if you look at a star the light you are seeing is years old and yet you are seeing it for the first time.

Watch next month for an installment on space and time. I wonder if that's the time it takes for a model plane to use up the space between it and the ground.?

On to other things. The fat jolly fellow in the red suit is on his way so have you been good?. Have I been good dear?. I did break a record of sorts if that counts. No crashes in a whole 12 months, (hope you don't read I crashed in the fun fly.) (*Mmm read the footnote Ed.*)

Remember last month I asked for questions or suggestions?, well somebody actually asked not one but 2 and the questions



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opened up a line for more on the same subjects. I'll try and cover the subjects in another article further in the newsletter, thanks for asking, I think it's not a good day if you don't learn something.

As I mentioned earlier in the piece Santa is making his way from the north pole straight here with all sorts of socks and ties, ugh!. but maybe with that special plane you've been waiting for, hear that dear?, I'm still waiting dear!.. ah well maybe I could starch the tie, fold it into an aeroplane and chuck it. Have a very good Christmas and a happy and prosperous new year. Till next time, be safe...

See you at the field...

Pete....

Footnote: Sorry to report Captain Pete—but alas the record now stands at 12 months and one day with a minor landing mishap causing some damage to the Carrera—Ever heard of self fulfilling prophesies Pete? We should all take a leaf out of Captain Pete's book—he still comes up smiling!



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SECRETARY'S REPORT

Gerry de Groot

Ph: 0417 536 200 (BH) or 6369 5284 AH

gdegroot@vision.net.au



Hello All.

Scale Fly-In

This event is scheduled for January and promises to be interesting. The committee has decided to open the event up to *all* model aircraft types (whether scale or not) so the emphasis will be on scale-like flight, rather than realism of the model itself.

New Members

We welcome two new members to the club this month: Kenneth Hudson and David Munday. Ken is from East Devonport and David is from Swansea. We look forward to seeing them on the field in the near future.

Safety

This subject has had a lot of exposure already, so we promise not to mention it again this year! Safety restraints to hold models during starting is tipped to be a hot topic next year. It is a measure that is winning support at a lot of clubs. It will be interesting to see what methods LMAC members come up with.

Christmas thoughts

We all have our own ideas of what makes a 'good' Christmas. I received an e-mail that pretty much put it all in perspective for me. It said "if you have food in the refrigerator, clothes on your back, a roof over your head and a place to sleep..... then you are richer than 75% of this world" It is worth remembering that we are very privileged to be able to take part in aeromodelling; many people around the world simply do not have the opportunity to enjoy this hobby. Perhaps we should make a special effort at this time of the year to be thankful for the privileges we enjoy. I would like to extend to everyone the Compliments of the Season and wish everyone a safe and enjoyable Christmas.

That's it for this column. Until next year, happy flying.

Gerry de Groot



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From the Editors

Christmas B-B-O Party

We are pleased to report that the Christmas Party was well attended and by all accounts was enjoyed by everyone who came along. It was great to see all the families enjoy the camaraderie and friendship that is so important if we are to foster the future development of our club. The club, whilst providing a forum for people to share their interest and enthusiasm of aero modelling is also an important vehicle for sharing friendships. The Christmas function demonstrated that all members of the family, children and partners alike, can gain the benefit of being part of a group of people who have a common interest. Let's hope we can encourage more to participate next year.

It was great to see all the family members participate in the chuck glider contest. Congratulations to the placegetters—1st Richard Cooper, followed by his wife Stevie coming a close second (who said she had never done this before—a *likely story Stevie, you'll be on a handicap next year Ed.*). Third was John Lovell, who organised for some appropriate sabotage by having his trainee guide dog demolish the glider of any threatening competition who got close (just ask Craig Youl who was looking good until John's guide dog "ate" Craig's plane).

In the Children's events Ross Lovell pulled off a big win, followed by Paige Hay and Emma Lovell in equal second. Taylor and Tanisha (sorry if the spelling's wrong) came a gallant third. What was good to see was the budding pilots going back for another attempt after they had their fill of the barbecue.

The Christmas Raffle was a success, raising over \$150 for the club and going a long way towards funding this end of year event.

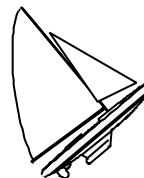
Kevin & Leanne Hay were the winners of the Christmas Hamper, capping off a big weekend for Kevin who also won the Fun Fly. Chris Klimeck won the car donated by Birchalls and Richard Cooper (another big winner for the day) was the recipient of the Gift Voucher also from

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Birchalls.

A big **THANK YOU** to Birchalls who have supported the club through the entire year but also provided two of the prizes for the Christmas raffle.—Thanks to Dwayne & Shirley.
Thanks also to Peter Haworth at OzE-Flight for his advertising support during the year

Well that's it from us until the February issue—In the meantime have a safe and happy Christmas, an enjoyable Hogmanay and a prosperous New Year.

Until next time—

Put a spark in your life—Fly Electric
George & Kerry



The Christmas "Chuck Glider" winners L-R (back row) John Lovell, Stevie Cooper, Richard Cooper, (front row) Ross Lovell, Emma Lovell, Paige Hay & Taylor Hay



Contest Directors Report

Last months report from me started with the bad run we were having with the weather.

But I am pleased to say Sunday the 16th December dawned a beautiful day and it continued that way all day, it was the day of our re scheduled 7 cell electric glider event and the fun fly for December.

We had 4 contestants finish both events on the day, the 7 cell event started at 9.04am and 4 rounds were completed by 10.55am, everything went as smooth as clockwork and scores were fairly even.

Kerry Gray competed with his new glider and this was his first time at this event coming third for his efforts, well done Kerry. The fun fly started a little after 11am with 5 contestants, but due to a problem with Richards model he had to withdraw in the first event leaving 4 entrants to go on to complete all the tasks as scheduled, which were touch and go's and spot landing to finish, this was followed by a balloon burst event which meant that you had to take off without bursting a balloon but burst one or more on landing, balloons were placed randomly along the strip.

It turned out that Andrew came out the supreme 'o Dam 'er' balloon buster followed by Kevin.

The next event was a speed differential run in which each pilot did a high speed run through a measured distance followed by a very slow speed run through the same distance, the pilot with the highest differential was the winner.

Then we came to our highlight event for the day, which was really a lot harder than it appeared, the flour bomb drop onto the target in the middle of the strip.

Bombs were taken aloft in little containers taped to the top of the planes wing, the plane took off, flew up the strip and did a loop where the pilot thought necessary, then at the top of the loop the bomb fell out hopefully onto the target.

Now 2 models used the containers while the other 2 had bomb

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bays built into their models, but nobody could pinpoint the target either way unless they flew very low, bombs fell all over the place. So much more practice is needed plus some modifications to the highlighting of the bombs so they can be seen more easily as they fall, but it all went very well and was quite popular, so much so that all would like it to happen again.

Scores for the two events plus totals as they currently stand are as follows -

Contest Scores 2001-2002				
7 Cell Electric 16th December 2001				
Contestant	Score	Points	Bonus	Total Pts
Greg Robertson	1241	100.00	10	110.00
Jacques Wakae	1186	95.56	10	105.56
Kerry Gray	1081	87.10	10	97.10
Richard Cooper	900	72.52	10	82.52
Fun Fly 16th December				
Kevin Hay	504	100.00	10	110.00
Andrew McEntyre	480	95.23	10	105.23
Greg Robertson	439	87.10	10	97.10
Peter Kidson	314	62.30	10	72.30



POINTS TOTALS					
After 7 Contests					
Division A			Division B		
Contestant	Contests Entered	Points	Contestant	Contests Entered	Points
G Robertson	7	550.00	A. McEntyre	4	345.47
P. Kidson	5	495.16	K. Hay	4	325.34
J. Wakae	4	405.95	R. Cooper	3	252.71
G. Carnie	4	379.98	D. Jacobs	4	178.03
			K. Gray	1	97.10
			M. Lynton	1	58.45
			C. Murray	1	32.68

The next event on our calendar will be in the new year on the 19th January Saturday 10am, it is listed as a scale fly in but we will modify it to include other models as well.

So if you do not have a strictly scale model then bring what you have, the emphasis will be on scale like flying instead of randomly tearing around the sky doing whatever.

We will judge take off's and landings, realism in flight and a max of 4 manoeuvres that you may choose to do from what a full size version would be able to accomplish.

Please give us a list on the day of what you will do for your options, this then should give each pilot 7 manoeuvres from takeoff

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to landing, we will also be giving points each time you fly so the more you fly the more points you get.

Well that's about it from me for this year, so till next time
Happy Landings All,

Have a good Christmas and a happy and safe New Year.

Geoff C.D.



The remains
of Craig's
Glider

The "Chuck" Glider saboteur, John Lovell's trusty trainee but whilst the "culprit" was caught in the act, he still couldn't do enough for John L to win!



Mixing Channels on your transmitter.

When I first started this flying game trannie's had two, three, four, five or six channels. This was the norm at that time. there was no such thing as Exponential, ATV or even dual rates, I can hear people saying, that's nothing when I started there was no such thing as radio's and that may well be but this is not an article of one-upmanship. What I'm getting to is to try and explain the whys and wherefores of channel mixing. I'm starting back then to give some sort of background to the issues of mixing.

Lets take a small four channel trainer to look at first. I've picked a trainer because it's the sort of plane we all started from and therefore can relate to the most. Think back to the seventies. So you're out at the field with this magnificent model plane. Brand new state of the art transmitter that had everything you could wish for in a transmitter. Two sticks to play with, that's all my first trannie had, just two sticks, four trims, on ratchets not digital and of course the telescopic aerial. It took ages for me to work out it was telescopic, just where did it go?.

Of course I can fly, you tell onlookers. After starting the plane it sets of up the runway and gracefully takes to the air closely followed with a cheer from the spectators who suddenly begin darting in all directions as the now projectile hurtles toward the ground only to

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swoop back into the air. Look out! it's coming back again..

Well this story sounds familiar doesn't it?.

What's needed here is some knowledge on how a plane flies. Hands up those who think the elevator makes the plane go up.

In the case of the trainer lets look at the elevator first. With the plane swooping up and down you have to think there could be too much movement between the servo and the elevator control horn. By moving the clevis in on the servo and out on the elevator horn it will produce less movement at the elevator. Modern day ATV can take the place of this procedure.

The Aileron movement is also too much so we do the same thing there, move the clevis in at the servo and again, out at the control horn. this gives us less movement at the aileron. Obviously we do the opposite if the plane is not responsive enough. OK that's easy, but now the plane is dragging a wing in the turns. Differential on the ailerons may be the answer, but hang on, I'm using the old system remember, just two sticks. If I was using a servo in each side of the wing they would be coupled via a Y lead, hmm! no differential there. So how or where can you get this differential from. Simple. With servo's at neutral and the trims at neutral, place the clevis on the servo at less than halfway, that is not at nine o'clock, put it at say four o'clock. This will give lots of movement on one servo as it passes ninety degrees and much less movement on the other servo as it travels toward six o'clock, thus, differential.

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This can be done simpler on today's transmitter by pushing buttons. This brings me to the question for today. Why mix.? My answer, why not mix!, if it helps the plane fly better then mix away till your hearts content. Of course the real question is how can mixing help.

In this case lets take a high wing scale plane, big wing area, big motor. It flies really nice, that is until you want to turn then it's a real pig, it wants to sit the tail down everytime you want to execute a banked turn. Now maybe you might begin to understand my comments at the beginning of this article where I mentioned it will benefit you to have some knowledge of aerodynamics. It's more than likely that on seeing the tail want to drop you have fed in some mixing to bring the rudder into play with the aileron's. Left aileron, left rudder. However, this solution may not be correct, what maybe happening is one aileron is dragging the upper wing back on the turn. What this does is make the plane look as if the tail is dropping in the turn. That may be the result but in this case it may not necessarily be the cause. The main culprit may be aileron differential. What we need to do is have less movement on the down aileron than the up aileron. this causes less drag on the down aileron and in some cases we will need to have opposite rudder coming in to keep the nose up in turns. Both my Dragonfly Sports plane and the new Carrera use opposite rudder in turns particularly if the turn is not really tight. Another useful mix for rudder and aileron is in taking off or landing with a strong wind. It just gives that bit more control. Try it, it works..

More next time...



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The AdventuRes of JAKE

The story so far. Pt 8.

Jake had joined the RAAF in 1944 hoping as most young pilots would have done that he might see some action before the war was all but over. On one of his first sorties he had been shot down. Surviving the next few days was now Jakes main objective, however he was plucked from the English Channel by a U Boat and transported to Germany where he was interrogated for days. It was during one of these interrogations that he had realised an allie in Samantha Russell who helped him escape. Going with Jake was all that was left for Samantha because she turned out to be an under cover agent for British Intelligence.



They had stolen an aeroplane and flown back to England and during the journey Samantha told Jake a story he had at first not believed. A story of untold treasures, of gold and silver in such unheard of quantities. Jewels and pottery of such magnificence and precious gemstone of quality never before dreamt of.

The Inca treasure had remained hidden from mankind for thousands of years. Stolen from the Mayan people by Quetzalcoatl, the Serpant God of the Incas, by bandits it had finally revealed itself again. This time in Poland. It had been unearthed by a farmer, Jurgen Schmidt who had worked the land since the age of twelve, he was eighty seven when he made the discovery of the century. Not realising the magnitude of what he had stumbled upon he began telling his friends at the local pub he was a rich man. "I was ploughing the backfield", he said. "All of a sudden there are these shiny rocks, I get off the tractor to pick some up and thats when I

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know I'm rich".

In the saloon bar at this very moment is Helmut Klihoff, who is the Valet to Herman Gorings brother. He rushes home to tell the story of the rich man in the village to his wife. The tale is passed from pillar to post until Adolf Hitler himself has the story related to him.

The invasion of Poland came swiftly and very suddenly. With the monstrous diversion of war Hitler's main force began digging the treasure from it's hiding place and secreting it to a destination never to be revealed.

Twenty years on.

More next time..

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Coming Events



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DATE	EVENT	DETAILS	TIME
Jan 19	Scale Fly In		10am
Feb. 16	Pattern Day	Nov./Sp'man/Adv./Exp.	10am
Feb 23/24	NWAM	State Pattern Ch'ships	9:30am
Mar 9,10	Open Glider State C'ship	Symmons Plains	10am
Mar 16	7 Cell Electric Glider	State Ch'ship.	10am
Apr. 20	Fun Fly	State Fly'in	10am

"BOLD" text denotes LMAC events

Contests to be on the days 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.)

If not claimed within 14 days
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