



PROP TORQUE

COMMITTEE:

PRESIDENT	Peter Kidson	6394 4380
V.PRESIDENT	Merv Cameron	6344 5614
SECRETARY	Gerry de Groot	6369 5284
TREASURER	Nigel Keefe	6344 6079
CD	Geoff Hays	6344 1920
EDITOR	George Carnie	6398 2141
Committee	Andrew McEntyre	6384 1048

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



LAUNCESTON MODEL AERO CLUB Inc.
VOLUME 12

DEC./JAN
2002/2003

Super Winter Specials

NEW FROM ZN LINE - HYDEAWAY & ENIGMA



HELICOPTER KITS

NEXUS 30	\$420
JR HELI'S	
VENTURE 30 ARF	\$ 950
VOYAGER 30	\$985
VOYAGER50	\$1055
VIGOR50	\$1900
RACTOR 30	\$840
XCELL 60	\$1600
MOSQUITO	\$790
MILLENNIUM2	\$2250

POWER KITS

TRAINERS

HUSTLER 3	\$95
CLASSIC ARF	\$135
SEAGULL 40	\$158
CHALLENGER	\$160
CANARY	\$149

SPORTS & SCALE

ATLANTIS	\$270
MIDGET MUSTANG	\$499
CMPRO LARK	\$358
VMAR ROULETTES 811NCH	
	\$595
SWALLOW 90	\$430
SEAGULL STEARMAN	\$322
MIDWEST G202 KIT	\$467
FORCEWOLF 190	\$415
AIRSALE CHIPMUNK	\$175
SEAGULL LOWWING	\$150
FAIRCHILD PT19 ARF	\$215

DESERT AIRCRAFT

DA 100	\$2290
DA 150	\$2990

ENGINES



2 STROKE

46 SIZES	
MAGNUM 46	\$170
THUNDER TIGER	\$170
SUPER TIGER	\$198
GMS 47	\$165
YS 45	\$345
OS 1A46	\$125
OS 46FX	\$209
OS 50 SX	\$299
OS 10FP	\$99
OS 10LA	\$115
OS 15LA	\$125
OS 25LA	\$145
OS 25FX	\$200
OS 40FX	\$190
OS 61FX	\$405
OS 91FX	\$445
OS 140RX	\$840
OS 160FX	\$590

4 STROKE

OS 26	\$313
MAGNUM 30	\$235
MAGNUM 52	\$289
MAGNUM 54	\$335
YS 53	\$440
OS 52	\$410
OS 70 SW	\$505
OS 90 SW pump	\$649
YS 91	\$785
OS 120SE	\$761
OS 120 SW	\$790
SAT10 72	\$460

TURBINES

JET CAT 120	\$5300
J6100EAGLE	\$4500

HELI ENGINES

OS32 SX	\$280
OS50 SX	\$321
OS91 SX	\$535

GLIDERS



DAW DRAGNETTE HLG	\$122
FKV GILLETTE	\$350
SALSA HLG AILERONS	\$229
SKYHAWK	\$319
MULTIPLEX MILAN	\$799
AMD SU35	\$291
BROLGA 2	\$68
STARLITE	\$1550
COHEN	\$900
NYX	\$1899
MINI ECLIPSE	\$499
DAVE'S AIRCRAFT WORKS	
ME109, P51 ETC	\$165

ELECTRIC FLIGHT



WINGO	\$185
ALLIANCE	\$230
FIREBIRD XL	\$199
MULTIPLEX TWIN JET	\$260
KAVAN PRO JET 1	\$165
DAW STAUDACHER	
EPP	\$123
ALBATROSS	
2M ARF	\$210
ELECTRON Q	
2M AILERONS	\$370

LOADS OF GEAR

SPEED CONTROLLERS

SHULTZE	
SLIM 20	\$72
SLIM 40	\$102
SLIM 55	\$145
HACKER CONTROLLERS	
FROM	\$130

PROPS

APC, BOLLY, MASTER AIRSCREW,
RAM, TOP FLITE, MENZ, GRALPNER

VIDEOS

ENDLESS LIFT	\$59
PRO AERO TOV	\$59
LEFTEZTE2000	\$55

NEW ARRIVALS



HACKER ELEC MOTORS
AERONAUT
FKV MODELS
MK ACCESSORIES
BVM ACCESSORIES
WREN TURBINES
R.F.M. PROPS
KAVAN KITS & ACCESSORIES
SLIMLINE MUFFLERS

Inexpensive
Freight
Rates to
Tasmania.
Call us for
details and
those hard
to find
items.



Call Brian Simpson on: (08) 9328 8986 Fax: (08) 9328 8932 Email: perthrc@perthrc.com.au
Web: www.perthrc.com.au Perth RC Models and Hobbies 454 Newcastle Street, West Perth, WA 6005



CAPTAIN'S REPORT

**Peter Kidson (03) 6394
4380**

Captains Report (For the last time this year).

Hello to all you excited little Vegemites, it's nearly Christmas and the jolly red fat bloke will soon be on his way to you with his bag full of rapid charger's, aeroplane kits, glue and loads of other stuff. Sorry must go to those who get socks and hankie's (again) but Ha, Ha anyway.

Christmas is a time for family's to get together and it's also a time for memories of those who have passed to another life, Greg, Norm, here's to you both. Merv Cameron is in our thoughts. He's in Hospital and getting better by the moment, see you at the field soon Merv.



The Christmas party went very well again this year and thanks to both Kerry and George for all their effort in putting on another great day.

The theme I suppose you could call it for this year was a control line event. Nothing too elaborate, just simple models (and in some cases simple pilots, I haven't flown these things for thirty years and it showed. With a few broken props and two planes in half we all sat back and laughed, then the godfather of LMAC control line emerged. "I've broken my plane", says he. "You can borrow mine", says I. Dave Jacobs, Or DJ as he is now known after his letter in Prop Torque from last month, picks up my flying wing and says, "this'll do". I launch for him. Now I don't think ole DJ has flown these things for a while either, but he's very quickly into a circuit. Suddenly he is over. Dizzy or what we don't know but DJ is on the floor on his back and frothing from the mouth from chuckling. I can see the sad demise of my wing as it hurtles to the ground in a vertical dive some Olympian would have won gold for in Sydney.

(Continued on page 4)



Prop Torque..... December 2002

(Continued from page 3)

If you know the story of Lancelot and the lady of the lake where he throws Excalibur into the lake and our lady's hand reaches up out of the lake and catches Excalibur just before it splashes into the water. Well what happened next was just the same. Out of the tall grass comes this knobby hand belonging to Dave and he single handedly saves my wing by continuing to fly the thing whilst lying down. The crowd roared as he performed loop after loop. Vertical dive after vertical dive until the motor cut. Ok so he broke the prop when landing but what a brilliant effort. I think some froth or something got in his eye when landing. Anyway we all had a great time and DJ, well we dusted him off and he's ready for next year. By the way Dave we hope Pat is feeling better.

I might just say thank you to Gill Waddle for her efforts in making us feel welcome whenever we hold a Committee meeting at her house and feeding us tidbits to ward off any hunger pangs we may have.

As we come close to the end of 2002 it's good to see a couple of new member's in the guise of Cliff Walter's and young Cameron who's only 14. Welcome aboard both of you and we all look forward to seeing more of you at the field.

Well that's about it for another year. Have a safe and happy Christmas. I hope you get all you deserve, and try to remember if you get socks keep the box because it can be made to fly a lot better than the contents.

See you at the field. Be safe....
P.S. don't drink and fly (or drive)....

Pete





SECRETARY'S REPORT

Gerry de Groot

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

gdegroot@vision.net.au



Hello All.

Your committee held its last meeting for 2002 on the 9th of December. Here are some of the points that were raised:

- LMAC were invited to hold a model aircraft flying demonstration at the Australia Day Family Fun Day 2003 hosted by the Bridport Lions Club. A committee member, Andrew McEntyre, volunteered to visit the site and report back to the committee. As a result of his report (including photos), the committee decided not to fly there, because the limited space, proximity of public buildings as well as a public road would make flying very difficult without taking considerable risks.
- One of our committee stalwarts, Merv Cameron, is in hospital. However, we suspect he is improving as it is reported that he is causing the nurses a great deal of trouble! Seriously though, we wish Merv all the best and we hope he will soon be out of hospital.
- It is always nice to be able to welcome a new member, much more so when the new member is a junior, in this case Cameron Aitken, aged 14, who lives in Launceston. Cameron demonstrated his enthusiasm by coming to the modelling session after the last committee meeting, where members eagerly helped Cameron sort through his new kit, A Precedent Hi-Boy trainer. Glad you have joined us, Cameron, and we look forward to helping you in your hobby.
- For those who attended the LMAC Christmas Party on the 7th



Prop Torque..... December 2002

December at George & Kerry's, I'm sure you will agree we had a lot of fun. As you will see elsewhere in this issue, there was the added thrill of watching control-line flying, as demonstrated by club "experts". Of particular interest were the techniques used by different flyers to keep their lines tight, especially in the long grass.

- In the last issue there was a special safety note dealing with model flying insurance *from the insurer's perspective*. Elsewhere in this issue is the second special safety note, dealing with *what to do in the event of an accident at the flying field*.
- As this is the last Prop Torque for 2002, I would like to wish everyone a safe and happy Christmas and look forward to seeing you all in 2003.

Until next time, happy (and safe) flying.
Gerry de Groot



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.

Show your support and buy one.

From the Editors



George & Kerry Carnie
"Glenhaven" 50-62 Fairtlough St Perth 7300
e-mail: gcarnie@tassie.net.au
6398 2141 or 0418 134 672



Hello & Merry Christmas to all.

We are now writing another column after reviewing the other reports received. We'd written the same as Gerry and Peter. So We'll make this one brief but just add we are now very pleased to report Merv Cameron is at home to celebrate his birthday (many happy returns Merv!) and spend Christmas with his family.

Well another year has almost passed and as editors we would like to thank all those who have contributed articles this year. It makes the task a lot easier and we are sure from a readers perspective, it adds some variety to the content. So to all you budding journalists out there, put pen to paper, or fingers to the typewriter and send us all your suggestions, anecdotes, building tips or whatever and we'll put your name in lights (maybe that should be print).

Thanks to all our sponsors, particularly D'Wayne at Birchalls and Brian at Perth R/C Models whose advertising contributions during the year assisted in reducing the net cost of producing the magazine. Please reward their efforts by making your next aeromodelling purchase from them. Thanks also to Farrow Contracting for sponsoring the raffle. The raffle was drawn under government supervision (well near enough, the President, Secretary and Treasurer presided) and George won the raffle!

Until next year (as usual the next magazine will be February), have a Merry Christmas and a safe and Happy New Year.

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



Prop Torque..... December 2002

Contest Directors Report

Geoff Hays

6344 1920 / 0408 559 806



Well the years end fast approaches and another is about to begin. Saturday 14th December saw our last planned event for 2002 get under way.

The day was fine, warm and not real bad for a bit of flying. The Novelty Fly In that was scheduled saw 5 contestants enter and believe it or not, yours truly was one of them but a heavy landing meant that I did not do so well. But at

least we had a go.

The day was not without mishap as quite often it can be with my demise on event number 2. This also put Jacques out as we both shared my model, seeing that he never had a model suitable for this type of event.

Then Dave had motor problems with his machine and could not get it going well enough to enter so he decided to give his scale Stosser an airing. On takeoff the big silver bird decided to go the opposite way to the one which Dave and general practice dictates and headed off through the long grass. A slightly distressed Dave and Cliff Walters, went to retrieve the model, only to find it still ticking over and quite bewildered as to where it was.

So the said gentlemen carried the silver bird back to the runway where Dave opened the throttle and away it went happy to be in the air and not stuck in the long grass. After a few beautiful laps Dave brought it down and lined up for a landing but alas Lady Luck was about to depart again; right

Prop Torque..... December 2002



across the Southern end of our strip lay 3 or 4 lengths of aluminium irrigation pipe with a coupling sticking up in the air and, you guessed it, the Stosser came down right on the coupling and tore the undercarriage and much of it's belly out and fell in a sorry heap. Bad Luck Dave but the performance before was really entertaining to say the least. Even the property owner coming up the road in his vehicle thought this surely is a funny way to takeoff or land.

The day went on to finish with only Greg and Andrew flying the last competitive round with fairly even scores for both. The last event was a bomb drop scatter which really was a lolly drop. Andrew took all the merchandise aloft and dropped them over the strip, then we all ran to see how many we could retrieve—Minties were 5 points and Chocolate Éclairs 10 points.

Oh and by the way, our Alice retrieved on behalf of Andrew seeing he could not fly his aircraft and pick up lollies at the same time. It was a great day weatherwise and all had a good day apart from the repairs that became necessary (but that's part of model flying isn't it).

Results are as follows -

(Continued on page 10)

Contest Scores 2002-2003			
Novelty Fly In Contest 14 December 2002			
Division Placing	Contestant	Score	Division
1st	Greg Robertson	235	A
2nd	Jacques Wakae	125	A
1st	Andrew McEntyre	240	B
2nd	Geoff Hays	70	B
3rd	Dave Jacobs	60	B



Prop Torque..... December 2002

(Continued from page 9)

The next event on our field is on January 18th. This will be a Pattern Aerobatic contest, 9:30 am start. Then February will be a busy month with the Annual State Fly In at N.W. Aeromodellers field over the weekend of 8th and 9th, then the following weekend, 14th and 15th, the 7 Cell Electric event will be held at Symmons Plains. 9:30 am start.

We will have the entry forms out in January for the Glider events in February and State Thermal Championships in March also at Symmons Plains.

Our Club points stand at present for the top 3 flyers in each division are -

Contest Scores 2002-2003					
POINTS TOTALS After 10 Contests					
Division A			Division B		
Contestant	Contests Entered	Points	Contestant	Contests Entered	Points
G. Robertson	5	550.00	A. McEntyre	6	603.19
P. Kidson	5	494.22	D. Jacobs	5	406.73
K. Hay	5	483.67	G. Carnie	4	381.67

Well that's about it for now, I would like to thank all who have entered in our contests during the year, even if it was only once or twice. You did make a difference and the



contests were the better as more have a go to hone their skills against each other.

Also may I take this opportunity to wish all club members a bright and Happy Christmas and a beautiful, happy and rewarding New Year.

So as always,
Happy Landings all.

Geoff CD



(Control Line antics at the Christmas Party)
Kevin and Andrew trying to start proceedings whilst Geoff and P5 think its safer to keep their hands on their hips.





Special note on Safety and Insurance! - Part 2

This note is based on information published in the MAAA Newsletter No.5 and deals with what to do if you are unfortunate enough to be involved in a model flying accident. The information below is taken from the MAAA newsletter, and leans towards the administrative side. (On the practical side, remember that when calling emergency services on a mobile telephone, be sure to tell the operator which state of Australia you are calling from. This is because "000" is meant for non-mobile services, although it can be used for mobiles. Be aware that "000" is not the only emergency number; you can also use 122, which is an international emergency code for mobile telephones.)

From Newsletter No.5.....

It is requirement to report all incidents/accidents to the broker.

A minor cut or bump etc resulting from a person being struck by an aircraft may not be considered/look serious at the time but medical complications could develop latter.

The forms are available from your State Association Secretary or the M.A.A.A. Secretary. They are available electronically or as hard copies. If there is an accident, naturally the first priority to assist the injured person. After that has been taken care of, details of the accident/incident should be recorded and witnesses identified and asked to prepare statements. The more serious the accident the more information should be collected. If the accident is extremely serious then it is advisable that the police are called.

The State or Federal Secretary should be contacted and advised of the accident and asked to send the necessary forms. The Club Executive should also be informed immediately.

The M.A.A.A. have two forms that must be completed for each and every incident/accident.

One is for the Insurance Broker and the other is for M.A.A.A.

(Continued on page 13)



After completing the forms, they, together with witness statements and details of the accident/incident, should be sent immediately to the M.A.A.A. Secretary with a copy to the State Secretary and Club.

The M.A.A.A. Secretary will forward the appropriate form to the insurance broker. This formally advises the insurance company of an incident/accident and the potential of a claim. The other form is retained by the M.A.A.A. for accident investigation and safety improvement.

As soon as possible after any accident/incident the Club should initiate an investigation with the view to prevent its recurrence.

The Club should thoroughly investigate the accident/incident and identify ways to minimise the possibility of it occurring again. Depending on the type of accident/incident, examples of corrective actions could be, move the car park, have different car park locations for different wind directions, implement better training, run safety training courses, actively promote mechanical aircraft restrainers, promotion of safety checks for aircraft etc.

Once the Club is satisfied with the corrective actions they have identified they should send a report to the M.A.A.A. Secretary advising the actions they have taken. The MAAA will then consider the report and if they agree, should advise the club and the State Association that the accident has been "closed out."

If the M.A.A.A. does not agree with the corrective action or consider that more could be done they will advise the Club. This should continue until the matter has been "closed out" to the M.A.A.A.'s satisfaction.

If the State Association, or the M.A.A.A., consider that the corrective action is suitable for all clubs they should publicise the details to give as wide a coverage as possible.

It sounds like a complex process, but it really no different from what we all have to do in our work places.

In today's society we all have a duty of care to others and that involves trying to reduce accidents. This ensures that not only are we seen to be taking a responsible attitude it also makes sure that we minimise the risk of similar accident in the future with all that the implies from a personal and insurance view point. The easiest way not to get involved with the

(Continued on page 15)



HOBBY CLEARANCE SALE

- * GMS 47 size motor
Was \$229.95 **Now \$189.95**
- * Voltmeter
Was \$24.95 **Now \$18.95**
- * Modeltek on board glow
Was \$99.50 **Now \$29.95**
- * Modeltek in flight low battery
indicator.
Was \$42.10 **Now \$19.95**
- * DC Peak detection charger
Was \$119.95 **Now \$89.95**
- * Sky Fighter thermal and slope
soaring glider.
Was \$256.58 **Now \$99.95**

*Limited stock available



118 -120 Brisbane st
The Mall
Launceston
PH: 1800 806 867
Fax: 03)6331 7165

Email: dleonard@birchalls.com.au

Prop Torque..... December 2002



(Continued from page 13)

process is to be very safe and not be involved or cause and accident/incident.

Obviously minimisation of accidents/incidents will also have a direct result on insurance costs and availability. It is in all of our interests to reduce accidents.

(A lot of trouble is caused by an accident, better to avoid it in the first place!)

Gerry de Groot

Coming Events



DATE	EVENT	DETAILS	TIME
Jan 18	Pattern (2)	LMAC	9:30 am
Feb 8-9	State Fly In	NWAM	TBA
Feb 15-16	7 Cell Championships	LMAC	9:30 am
Mar 15-16	Thermal Glider Champs	TBA	9:30 am
Mar 22-23	Pattern Championships	NWAM	9:30 am

“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.)

Candid Camera

from the Club Christmas Party



The 4 “musketeers”.
Kevin H, P5, DJ and
Andrew M (who looks
like he just left the
construction site).

Our intrepid secretary,
Gerry felt it was safer
to lie low whilst the
control (“out of
control”) liners strutted
their stuff.



Daniel Walters being
shown the finer points
of flying a chuck glider
by his Dad, Cliff,