



PROP TORQUE



Official Newsletter of the...
LAUNCESTON MODEL AERO CLUB Inc.
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2002



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Cover Picture: Kerry Gray's Arrow ARF

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Monday, March 11th at
7:30pm at the Waddle
residence
35 Collins St., Evandale

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

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CAPTAIN'S REPORT

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Captains Report

Hello to all and welcome back to the start of another calendar year for the club. To those of you I have not yet seen this year, Happy new year and I hope you had a great Christmas.

There's not much to say for this newsletter, (I've said that before and gone on to write pages and pages).

If you remember in the November issue of Prop Torque I mentioned if any of you had any questions, well Richard Cooper asked about mixing channels and landing procedures. I'll get back into my rhythm for the next newsletter and try to give some answers.

The Christmas BBQ held at George and Kerry Carnies house was an outstanding success. Why do we let these events drop off our calendar?. Seems a shame to me. Anyway keep an eye out for this years do.

Thanks to George and Kerry for the loan of their place and thanks to all who helped make the day go really well.

During my time as President of the club I have been involved in writing a few different types of articles for the newsletter. Now I realize I don't know everything there is to know about this hobby of ours and where I lack knowledge other's have it. So I'm going to start off the new calendar year by asking some of you out there for articles for the newsletter based on the different sections of our club. We have not seen an article on gliding for instance for a long time, I feel it would benefit those member who have an interest in gliding to have a kind of forum in which they can be more involved.

The same could be said about electric models. There is a growing contingent in our club in electric models of different kinds. Sure

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we could buy an expensive glossy magazine which no doubt would tell us in no uncertain terms the do's and don'ts of electric flying, but I think we have the knowledge base within our club to answer many of these questions. So those who are in the know, get cracking and write the long lost literary pieces Shakespeare would have been proud of.

That's it from me for this month,

See you at the field...

Pete....

SECRETARY'S REPORT

Gerry de Groot

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

Hello All.

Welcome to the first Secretary column for 2002. February is not exactly the beginning of the year; in fact you could say that 1/6 of the year has gone already. The end of the 'club year', 31 March, is only a month away, then we have the AGM and then I will be pestering everyone for subscriptions! Scary thought, but keep it in mind.

Not a lot to report on the Committee scene, since there was no meeting in January (this is normal - it gives the Committee a break)..

Now for something that harks back to earlier days.....

An article in Aeromodeller for January 1956 talks about

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'Aeromodelling in Education'. It goes on to list 14 point in favour of the hobby as an aid to educating children. The author was really convinced that there were 14 solid reasons why aeromodelling (as the hobby was practised at the time) would help kids to grow in practical skills as well as challenge them intellectually.

Of course the aeromodelling climate of the time lacked all the ready-made 'toys' available today; even R/C equipment was often constructed by the amateur. The point of all this is to recognise that in having so much ready-made stuff available to us, maybe we are in danger of losing sight of the benefits of doing things "from scratch" or in an amateur way. Perhaps it is not what we possess in the way of 'toys' but what we learn by building, testing, adjusting, modifying, rebuilding and so on. Where are the trimmers of free flight models, the experimenters with wing sections and the builders of unusual models? Stand up and be counted - you are continuing to learn and that is invaluable.

Next month: passing on your knowledge (you do, don't you?) or "where have all the young modelers gone"

That's it for this column.
Happy flying.

Gerry de Groot



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Tasmanian State Pattern Championships 2002.

Held at Highclere for the first time this year. A small group of LMAC pilots decide to make the epic journey north to take part in what was to become a great day for our club.

Starting at about five in the morning Saturday the 23rd of Feb Sylv and I set off For Kevin Hays place and subsequently on to Merv Camerons hideout where we all met up with Andrew McEntyre and set off. It looked to be a good start to the weather, no clouds, no breeze just blue sky.

On reaching HighClere some one and a half hours later on went the jumpers and coats. No wonder Launceston didn't have any clouds they were all up at HighClere.

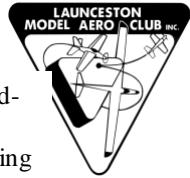
Eleven pilots had come from far and near to compete in this event. We even had two National Champions. For those of you who are not clear as to how this type of event run, We were to fly four rounds of each class, Novice, Sportsman, Advanced and Expert. With Novice and Sportsman to fly first. Novice class is not a recognized class by the Australian Pattern Association but is more of a gesture to all inexperienced pilots to come and have a go. It's main qualification is you must be bronze wings or less. You can even have a buddy systems if you feel it necessary.

Andrew and Kevin were to fly in sportsman class with myself in Advanced. I can't tell you the exact scores because I don't know them. I can tell you the three members gave a good account of themselves against some strong competition.

Two rounds of each class were flown before lunch. Rodger who is an NWAM member in novice unfortunately crashed out destroying his model completely, his was to be one of only two for the whole day.

At lunch, Kevin wiped the sweat from his hands and pronounced he was having a good time, as everybody was.

After lunch the wind began to get stronger. Basically this meant for the first two classes more aileron was needed to keep the model on track but for myself and the other three pilots it meant more rudder control was necessary. (It's to do with ability and scoring so I won't bore you with the details). Again Novice were first off the rank with Sportsman close behind. There were two



fliers in novice after Rodger's demise, four Sportsman, two Advanced and two Expert.

At the end of the day the trophies were given out to the deserving few winners, seconds and thirds. Andrew McEntyre in only his second competition came a very creditable second place in Sportsman. Well done Andrew. Kevin Hay is now the Tasmanian State Pattern Champion in Sportsman class. Well done Kev and I came second in Advanced class. At this point I would like to thank Merv Cameron for making the trip with us. Being moral support, pit crew, my caller, everyone's plane holder and he still found the time to eat biscuits and drink coffee. Well done to our members and thanks for supporting the club at competition level.

I might say at this time, the pilot who pushed me into second place was Alex Skultety of Hobby Tech fame. He and his family are heading back to the Northern Territory in early March to live. We wish them well and the best of luck for the future.

Alex was the only certified radio repairer in Tasmania so once again we have to send our precious equipment all the way to the big island just to get a yellow sticker on the back. That's it from me,

See you soon...Pete...

From the Editors

Hello to all .

Yes another year has gone. It doesn't seem too long ago we were all celebrating the millennium or worrying about the Y2K bug.

Kerry and I have just returned from 6 weeks away that included a trip to Western Australia, for one son's wedding and 4 weeks in Arizona, USA for another son's wedding. The time in the USA was fan-



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tastic. We were there in their winter but the temperature was around a mild 20°. In summer it gets to 50°! In WA we visited the Perth Aeromodellers Club and were shown around by their president, Peter Brien. It is a very impressive site, approximately 35 km from the centre of Perth. It includes 3 bitumen runways; the main one 150m long, the next 140m and the cross runway 80m. No room for error missing the runway and a very unforgiving surface for those with heavy handed landings. Some interesting club statistics are as follows.

- 10,000 sq metres of lawn area all under reticulation.
- 130 members
- \$150,000 spent in improvements.
- \$50,000 raised in funding (including \$20,000 from the M.A.A.A.) in the last 6 years.
- Joining fees are \$300 in the first year and \$170 each subsequent year.
- The site also boasts a large clubhouse, toilet facilities, a covered and concreted pit area and a brick building that constitutes the transmitter pound! All this work has been done in the last 6 years.

Some pictures of the Perth club site follow. The cross strip runway is in front of the trees.

Until next time—

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

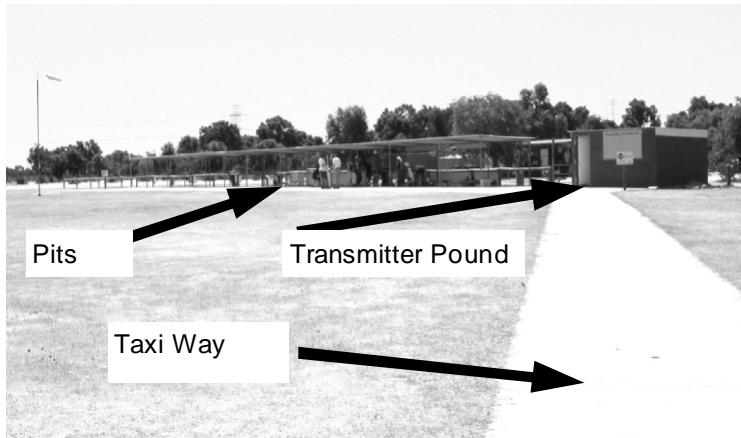
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No chance of saying "I didn't know the rule about taxiing in the pits"



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Contest Directors Report

Well hello for another year. I trust that you have all had a good holiday break, whether it be short or long. We have managed to have two good contest days since our last newsletter in December.

Our January 19th Scale Day was a great day weather wise and also participant wise. We had a roll-up of 10 with their models, although 2 of these did not participate due to unforseen reasons.

We gave each one an option of choosing four manoeuvres, coupled with landing and take-off with realism in flight being assessed. All warmed to this arrangement and went on to have a great day of fun in the scale way. Also we gave points for each flight each flyer had in addition to the official scoring flights.

Scores were:

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Contest Scores 2001-2002

Scale/Fun Fly Day 19th January 2002

Contestant	Score	Points	Bonus	Total Pts
DIVISION A				
Greg Robertson	1455	100.00	10	110.00
Peter Kidson	1318	90.58	10	100.58
DIVISION B				
Andrew McEntyre	1245	100.00	10	110.00
Gerry de Groot	1100	88.35	10	98.35
Kevin Hay	1025	82.32	10	92.32
Merv Cameron	613	49.23	10	59.23
Dave Jacobs	600	48.19	10	58.19

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It was pleasing to have Keith Drew and Garth Wilmot visit us from H.M.A.C. with Keith actually taking out second place on the day.

The weekend of February 16th saw another good day of contest, after a doubtful start due to uncertain weather which actually did not present a problem at all, although the wind in late afternoon did become too blustery to have the final two rounds of the Expert class.

The day was of course our second Pattern day for our contest year. We welcomed six flyers from the

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N.W.A.M. club to our day and we had a great day of Pattern aerobatic flying through four classes viz. Novice, Sportsman, Advanced and Expert.

I would like them for coming and assisting in a large way, the running of this contest. Gary Anderson with his expertise in this form of event, the various judges, who ably did their task and Robin Anderson and Sylvia Kidson, who assisted me in the calculations and Admin department. Thank you all.

Everyone seemed to have a great day, with only minor motor problems and Kevin Hay had a forced landing and damaged his model's wing rather badly which saw him not able to complete the final two rounds of Sportsmen.

Kevin was to say the least, disappointed seeing he had just finished at 2 am that morning a total rebuild of his model. The previous weekend the model was totalled in a crash landing. Well done Kev, that's trublu aeromodelling stuff!

The Novice Class saw only one contestant who flew against himself. Mathew Bruce of N.W.A.M. Who flew two rounds very ably.

Sportsman was really an L.M.A.C. affair with scores being as follows -

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Contest Scores 2001-2002

Pattern Day 16th February 2002

Contestant	Score	Points	Rounds	Division
Sportsman				
Greg Robertson	3000	110.00	3	A
Andrew McEntyre	2083	110.00	3	B
Kevin Hay	1355	75.05	2	B
Graham Poke	579		2	N.W.A.M.
Advanced				
Alex Scultety	2990		3	N.W.A.M.
Steve Ralph	2805		3	N.W.A.M.
Peter Kidson	2454	110.00	3	A
N.B. Peter's first Advanced class contest. (well done Pete)				
Expert				
Gary Anderson	2000		2	N.W.A.M.
Scott Kay	1576		2	N.W.A.M.



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We gave out to the place getters on the day medallions courtesy of the Australian Pattern Association and it was interesting to note that nine of the ten contestants received a medallion, this was due to the fact of the breakdown of the classes with one, two or three of the competitors with the exception being the Sportsman who had four entrants.

By the time you read this newsletter, the State Pattern Championships will have been run and won at N.W.A.M. field on the 23rd of February.

The next contest on our field will be the 7 Cell Electric Glider State Championship , on March 16 at 10 am. Entry forms have been sent to all Tasmanian Clubs and to date I have not received any from other clubs and only two from ours. For

L.M.A.C. members there should be forms in our club-house, if not give me a ring and I will see you get one. Also don't forget the Open Thermal Glider the following weekend at Symmons Plains. This is a two day event starting at 10 am both days with a counter meal tea on Saturday night. Same deal on entry forms as for the 7 Cell event. This event is of course State Championship for Open Glider.

The letter to all clubs regarding the April 20th Fly-In at Symmons Plains has not as yet seen a response to us. If you as a Club have not responded, we would welcome one so as to start planning and hopefully not canning..

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At the December and February Committee meetings our points scoring for contests were reviewed. It was decided that the A and B Divisions as stated will run as we have been doing for some while but with the exception that each contest day there will be place cards given and scores recorded , for 1st 2nd and 3rd in each division.

Also at the end of the contest year, which this year finishes on April 20th with the Sate Fly-In, scores will be totalled and we will arrive at three placings for each discipline i.e. Open Glider, 7 Cell Electric Glider, Pattern and Fun Fly/Fly-Ins. This is in addition to the outright winner of A and B Divisions.

Well that about wraps it up for me for now. Please do get your entries in for the glider events now.

Happy Landings All.

Geoff C.D.

Year to Date Contest Scores are on the following page.



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POINTS TOTALS

After 9 Contests

Division A			Division B		
Contestant	Contests Entered	Points	Contestant	Contests Entered	Points
G Robertson	9	977.10	A. McEntyre	6	555.47
P. Kidson	8	815.74	K. Hay	6	482.71
J. Wakae	5	425.95	R. Cooper	3	252.71
G. Carnie	4	379.98	D. Jacobs	5	236.22
			M. Lynton	1	98.35
			K. Gray	1	97.10
			G. deGroot	1	85.60
			M. Cameron	1	59.23
			C. Murray	1	32.68

What's New

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Birchall's is proud to announce the deal with Phantom film to provide you with a covering which will make the most junior of modellers feel at ease when covering and presenting their aircraft. After testing the covering, Andrew McEntyre L.M.A.C. was able to provide us with this detailed report (below) which we hope will answer any question you may have. Our thanks go to Andrew for volunteering his time to test the covering.

"On opening the packet, the main thing that I noticed first was that *Phantom* film has NO backing, like most other films. This is a major plus for me, as some time trying to remove the backing plastic or paper on large areas, the film tends to stick to itself. When applying always remember, frosted side down to balsa. To apply the *Phantom* film I used a sealing iron with the heat setting on 2 which is medium heat. I did try a household iron, which works but I found it hard to seal the film on small corners. When applying *Phantom* film, remember not to have your iron too hot as it may burn a hole, however if this happens, as it does for some of us it always does, don't panic you can repair. *Phantom* film will tack to itself successfully, just by cutting a small square of film to cover the hole and applying with your iron. One thing to remember, *Phantom* film goes clear when the sealing iron is applied so make sure all the edges are fully tacked down, you will find sometimes it is very hard to see where the join is or where the edge ends.

As for a report I have read about *Phantom* film, in regards to shrinkage capacity being very low, I would agree but at the same time it does shrink quite well. I would suggest to keep the film as tight as possible around edges when applying. This product is ideal for small and large models as I feel for a 35 micron film it's very strong. The adhesive bond to balsa of *Phantom* film is very good. I would like to add a little more in regards to the film's shrinkage rate. When you have covered the area you are working on and there are one or more wrinkles, try to go over the area with the iron on a higher heat setting than before. While doing this try dragging the iron over the film towards the join or edge.

Now we are at a stage to complete our job to the painting and some trim to colour our model. I have used spray tins of enamel as you will get a nice finish. Just remember to use enamel paints not thinner based paints as it will dissolve the film. Brushing on enamel still comes up reasonable but spray is better. Let's go back to the hole that we may have burnt in the film and we have placed a patch on the hole. This patch could be visible in some cases under the enamel paint but if you use an enamel undercoat over the patched area it can be harder to see.

I am very pleased to have had the opportunity to put *Phantom* film on a range of tests and I have no hesitation in recommending this product to all modellers.

Phantom film comes in a variety of designs starting at \$9.95 inc g.s.t. for a 80cm x 3 metre long sheet


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FLIGHT TIME, BUILT UP KIT NOT ARF

Great Planes Extra 300S ready to fly, with following:

OS 90 FX with Bisson Muffler

Cline fuel metering system

Onboard glow

Belly Carbon prop

Vinyl decals

plane is set up with JR X 3810 ADT PCM Radio with DS811 servos, heavy duty

switch, covered in Monokote as per Patty Wagstaff colour scheme.

TOTAL PACKAGE - \$2,000.00

Willing to sell plane without radio contact for details.

COMPLETE TRAINER PACKAGE

Ready to fly/ flight time 2 hrs

Sig Kadet Junior with ailerons covered in Monokote.

JR XP652 Radio new.

OS 46 LA motor

inc OS 46FX with Bisson Pitts Muffler 3 hrs running

TOTAL PACKAGE- \$1000.00

GREAT PLANES EXTRA 330L GIANT SCALE/BUILT UP KIT (NOT ARF)

Construction 95% completed ready to cover and install running gear. Plane

includes all necessary hardware for completion (Wheels, tank, pilot, front and back dash panels,

aluminium spinner, Dubro control horns heavy duty, 3 fibreglass cowls.

Monkote covering supplied

25ft roll white

3 rolls Insignia blue

2 rolls Dark Red

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3W 85CC twin petrol engine, electronic ignition, including twin US mufflers,

Bolly prop 26 X 10 factory balanced, 3W kill switch

TOTAL PACKAGE - \$3,500.00

will sell motor package separate including mufflers, prop, kill switch

and electronic ignition. Neg price

Jerry Kahmann - phone 03 63 944818 or email jkahmann@our.net.au

plus website includes photos and detail:

<http://www.geocities.com/jerryk56/Hobbies.html>

Coming Events



DATE	EVENT	DETAILS	TIME
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 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.)

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

