



PROP TORQUE

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Committee Andrew McEntyre 6384 1048

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



The competitors at our Pattern competition held on January 18. (They will insist on wearing hats that shade their faces.)

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

FEBRUARY

2003

Super Summer Specials

NEW FROM ZN LINE - HYDEAWAY & ENIGMA



HELICOPTER KITS

JR HELI'S	
VENTURE 30 ARF	\$ 950
VOYAGER 30	\$985
VOYAGER50	\$1055
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RAPTOR 30	\$840
XCELL 60	\$1600
MOSQUITO	\$790
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CANARY	\$149

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MIDGET MUSTANG	\$440
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VMAR ROULETTES 81/11/11	\$595
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MIDWEST G202 KIT	\$467
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DA 150	\$2990

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2 STROKE

46 SIZES	
MAGNUM 46	\$170
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SUPER TIGER	\$198
GMS 47	\$165
YS 45	\$345
OS LA46	\$125
OS 46FX	\$209
OS 50 SX	\$299
OS 10LA	\$104
OS 15LA	\$124
OS 25LA	\$135
OS 25FX	\$198
OS 40FX	\$190
OS 61FX	\$360
OS 91FX	\$445
OS 140RX	\$865
OS 180FX	\$805

4 STROKE

MAGNUM 30	\$235
MAGNUM 52	\$289
MAGNUM 54	\$335
YS 63	\$595
OS 30	\$321
OS 40	\$369
OS 52	\$390
OS 70 SII	\$505
OS 90 SII pump	\$649
YS 91	\$785
OS 120SE	\$761
OS 120 SIII	\$790
SATIO 72	\$460

TURBINES

JET CAT 120	\$4900
WREN MW 54	\$2950

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OS50 SX	\$321
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OS91 SX	\$460

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FKV GILLETTE	\$350
SALSA HLG AILERONS	\$229
SKYHAWK	\$319
MULTIPLEX MILAN	\$799
AMD SU35	\$291
BROLGA 2	\$88
STARLITE	\$1550
COHEN	\$900
NYX	\$1899
MINI ECLIPSE	\$499
DAVE'S AIRCRAFT WORKS	
ME109, P51 ETC	\$165

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SPEED CONTROLLERS

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

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

VIDEOS

ENDLESS LIFT	\$59
PRO AERO TOW	\$59
J.O.C 2002	\$65

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

NEW ARRIVALS



HACKER ELEC MOTORS
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MK ACCESSORIES
BVM ACCESSORIES
WREN TURBINES
R.F.M. PROPS
KAVAN KITS & ACCESSORIES
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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
p.kidson@microtech.com.au



Captain's Report.

Well, here we are again for another calendar year, I would say on behalf of the committee we hope the new year is kind to you all.

As you know since the AGM of last year we have not had a canteen co-ordinator as such. But because we all love our hamburgers and other stuff Kerry Carnie took on the job of providing the club with the food. I might add she also did most of the cooking as well. (I tried a couple of times but dropped most of it).

Anyway Kerry is unable to carry on with the task and Geoff Hays has elected to take on not only the job of providing the food but the whole canteen co-ordinator thing. So thanks Geoff and a sincere thanks to Kerry for her efforts in making sure we had something to eat on club and contest days.

As I said, Geoff is now the coordinator, please don't leave it solely to him because the club house belongs to all and all should help. Talking of help we intend to hold another working bee before winter, so if you want to contribute in any way that's the time. If it's not done before winter it will get left until after and that's too long.

We've set a date for this year's AGM, the 12th of May. Some

of the committee's terms will be up so have a think about who you'd like to help run the club. The positions up for grabs are, Vice President, Treasurer, Secretary and one non executive committee member making four. It will be at 8pm but Gerry or I will mention it again closer to the day.

George has got himself a really hi-tech glider which had it's maiden flight the other day. Still needs trimming but he says it's looking good. My new Pattern plane is close to being finished, hope that goes well.

Gerry brought a new glider to one of the club nights, (you know the one's, straight after the committee meetings on the second Monday of the month), He asked about sheeting the wings. What's the best way? Merv informed him and hey-presto or abracadabra which ever you prefer. Gerry, (with a big grin on his face), brings the wings back a couple of month's later very nicely sheeted in balsa. Let's hope it flies as good as it looks.

That's about it from me for this month; I may just pose one question before I knock off and that is, Why on landing do some models never fail to bounce heaps of times and other models don't? Any theories?

See you at the field.. Pete...

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.

SECRETARY'S REPORT

Gerry de Groot

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

degroot@tassie.net.au



Hello All.

Your committee held its first meeting for 2003 on the 10th of February. Three points are worth noting:

- **Subscriptions:** With this issue of the newsletter you will find an account for your subscription, which falls due on 31 March. No other reminder will be issued. It would be appreciated if you can make payment by the due date, to help keep things running smoothly. Post your subscription to PO Box 1204 Launceston, together with the remittance portion of the form. Please note that due to the administration involved with subscriptions, the Committee *will no longer accept subscriptions without the remittance form.*

- **Canteen:** The committee accepted Geoff Hays as Canteen Coordinator, a position for which the whole Committee had been taking responsibility (in much the same way as the whole Committee acts as Safety Officer). We wish Geoff well in this important role. If you haven't already done so, see the President's column for details.
- **Annual General Meeting:** This year's AGM will be held on Monday 12 May at 8:00pm, directly after the May Committee meeting. The venue has yet to be confirmed. Four positions will be vacated for election: two Committee positions (presently held by George Carnie and Merv Cameron), Treasurer

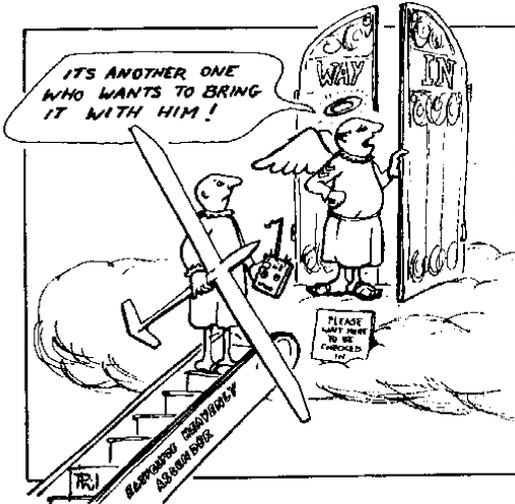
(Nigel Keefe) and Secretary (Gerry de Groot). So be sure to come and exercise your democratic right to vote!

Now to some other matters:

- HMAC now issue their newsletter electronically, instead of distributing by mail. We will print a copy for the LMAC notice-board, so that you can keep up with what's happening at HMAC. Newsletters from most other Tasmanian model aircraft clubs are available to read at the Clubhouse.
- The Committee is planning a Working Bee some time in the near future. Look out for details. As well as getting important jobs done (both large and small), it's also a great opportunity to get together and have some fun. More details as the news breaks!

- From time to time we get notification of events at other Clubs that we cannot advertise in our newsletter in time. An example is the recent Scale Fly-In held on Sunday 9 February at PFL. In such cases, the notice(s) will be left next to the Sign-On book in the Clubhouse. So even if you don't read the notice-board, you shouldn't miss these notices. (Of course you do sign the book when you fly, don't you.....?)

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



From the Editors

George & Kerry Carnie
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e-mail: george_carnie@bigpond.com
6398 2141 or 0418 134 672



Hello to all and a Happy New Year to you.

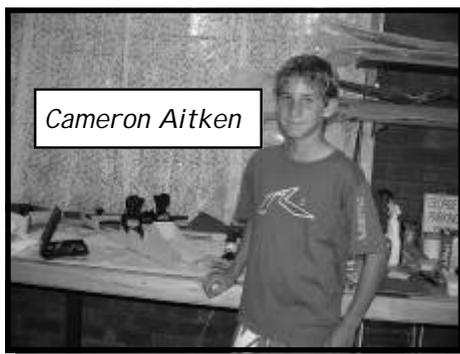
Since we last put pen to paper (so to speak) for the magazine, I have been assisting our latest member, Cameron Aitken in the building of his first model, a Precedent Hi-Boy. Cameron is a very keen aviation enthusiast. When not attending school, he spends some of his spare time with the Air Cadets. His venture into R/C modelling appears to be another step in the direction of his ultimate pursuit to have a career in the aviation industry—no doubt a pilot being his ultimate goal!

From a club point of view, it is encouraging to have another young person join the club. It is therefore vitally important for the long term future of the club that we encourage and support more young people to join, especially if they have the enthusiasm and the likeable disposition of Cameron.

So far we have assembled the fuselage, trial fitted the motor and radio gear and joined the wings. It is a longer process than normal due to the fact that each building session must involve Cameron doing, not just observing, the process. He has managed that very well.

In addition he gets his usual "homework" to take away and complete before the next session. Fortunately

Cameron is also very patient, due to transport issues between Perth and Launceston and at times conflicting commitments, the sessions have not been as frequent as they should be. We'll try and rectify that and get his model finished over the next



few weeks.

In last month's issue I mentioned my next flight in 7 cell would be with my new FVK Organic glider. I had a test flight a few days before the 7 cell championships on February 15 Due to a protracted bout of ill health, this was my first venture to the field for serious flying since early November last year and to say the least, I was very, very rusty and a little nervous.

I actually ordered this model in February 2002, through Brian at Perth R/C Models but such was the demand worldwide that

(Continued on page 7)

I couldn't get one until October. Brian subsequently test flew an Organic whilst on a business trip to Germany. His response was "awesome".

The model is a 2m polyhedral electric glider. The fuselage is made of a carbon / Kevlar composite. The wing is a 3 piece built up balsa construction with a carbon / Kevlar "D" box section with carbon cap strips and a carbon trailing edge. The section is MH32 and uses flaps and ailerons. I have fitted it out with a Hacker B40-5L brushless FAI motor, with control coming from a Schultze 18-97F controller. Power comes from 7 1600 mAh cells. I am using Hitec HS85 servos in the wing and JR Servos in the V-Tail. All up weight is 1.5 kg's.

To add to my already steep learning curve with the new model fitted with flaps and crow braking, I have purchased a new transmitter, a Multiplex mc4000. (I now have a spare JR X3810 Tx for sale). The Multiplex is an exceptional piece of equipment and provides me with seemingly unlimited programming options (once you have worked out the programming logic!). In addition I purchased the optional module called Channel Check that scans my selected frequency on power up and will not emit any RF output if there is someone on my frequency. It will also scan the 36 MHz band to advise which channels are being used. My thanks to Bill Bland and particularly Greg Voak of Gliders Australia, agents for Multiplex in Australia for their patience whilst I overcame the initial "mental block" of the programming.

I must say that whilst the prices

advertised for products on the Internet are often attractive, the back up service and the support that you get when purchasing locally has to be worth something. I have found it invaluable with both the Multiplex transmitter and the Organic.



Apart from the test flight I mentioned, the Organic's first full day at the club was for the State 7 Cell Electric Glider Championships held on February 15. I was very pleased with the models performance considering it was a new model flown with a new radio etc.

Now it's back to the workshop to start converting the Silent Dream from an Electric to a thermal glider. It's okay Kerry, I have all the bits, I don't have to spend any more money (I think 😊).

As the newsletter contributions are a bit thin on the ground, we've added a few more columns. Hope you like them.

Until next month..
Put a spark in your life—Fly

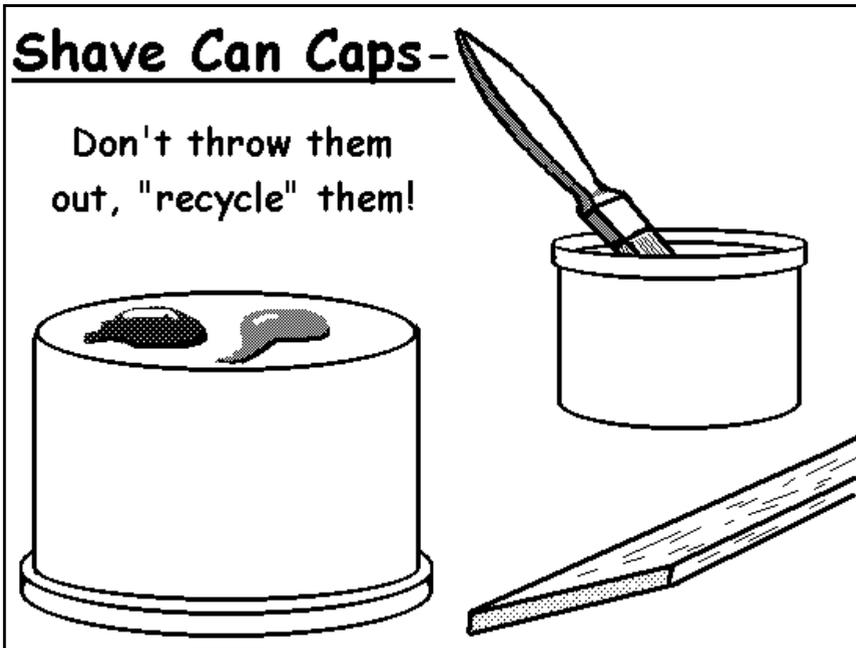
Helpful Hints

Shave Can Caps

If, like me, you use canned shave cream, keep the caps from the used cans.

These plastic caps make great containers for mixing resins- be it epoxy, polyester, JB Weld, Bondo or whatever. Several ounces can be mixed in the caps, enough to join wings or other fibreglass projects. Or, turn it over and use the flat "top" to mix up just a bit of epoxy for a small job. Generally, the excess leftovers can be popped right off the cap when cured. I use a piece of scrap balsa, cut to an appropriate point, to mix and apply resin, or a throw away brush for `glass' work.

Just leave the balsa or brush in the leftovers and use that as a "handle" to pop the cured resin out of or off the cap when cured. Each cap can be used several times this way.

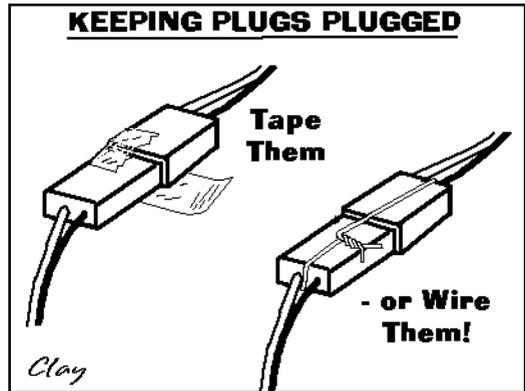


Keeping the Battery Plugged

On occasion, we have an aircraft fly away - just charge off into the boondocks on its own. This is nearly always due to a radio receiver power failure.

We quickly think of the battery, then perhaps the switch as the culprits. But how about the PLUG between the switch and the battery???

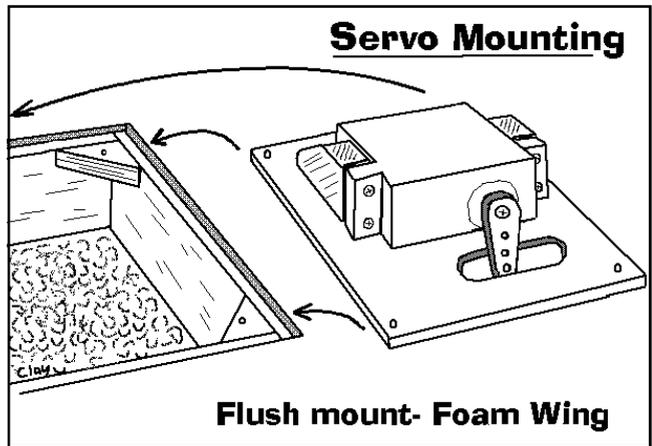
Don't let it happen - tape, wire, or tie that plug!



Wing Servo Mounting, Flush

One way to mount a servo on a foam wing is to mount flush - this would be advantageous for a racing plane or glider, where drag reduction is very important. Make a hole in the wing (hot cut, razor or use a router), line with 3/32" balsa on the sides, put in ply corner pieces to accept the screws for the cover.

The cover is made of 1/16" ply, to fit flush with 1/16" wing skin. Mount the servo onto pine or ply blocks glued to the cover (or use servo mounting tape). Cut a slot for the servo arm, and you're set! This type of mounting is strong, light, and allows easy access to the servo.



ADHESIVES

by Roger Layton (*apologies for the foreign brand references Ed.*)

Cyanoacrylate adhesives:

The history that abounds relative development of CA is this. It was developed as an alternative to sutures and bandages for treating open battlefield wounds during the Vietnam War. This seems to make sense in light of its ability to instantly weld the fingers together of any careless modeller.

That little bottle of instant repairs that you buy is actually a chemical called cyanoacrylate monomer which, except for an inhibitor, would instantly form a single plastic blob of polymer with accompanying heat and fury that would resemble the China Syndrome.

CA was on the market for a number of years before it came to the construction hobbies. The adhesive was so fluid that it could only be used to mend nonporous materials like ceramic, plastic, and glass. It certainly did not work on balsa, which merely soaked it up like a sponge. Later, when viscosity modifiers were added, it became generally useful and ended up "in our hands" (pun intended).

The advantages of CA are speed and hold. The disadvantages are cost, vapour, and brittleness. Please be your own judge but I will not use it for whole plane construction. It has a place and is excellent in certain applications. For many butt joints and T-joints, CA is too brittle, especially in large airplanes. Aliphatic glue is a much better choice.

CA is specified as the adhesive of choice for wing skins. In this application, it is too hard and makes sanding to an invisible butt joint very difficult. Animal glue like Sigment is the quintessential choice since it is the sole truly sandable adhesive.

Cyanoacrylates are excellent for tacking parts into place to speed up construction followed by regluing with an aliphatic adhesive. CA is unequalled for making repairs and piecing a crashed beauty back together. When you use CA, be careful not to draw debris such as sawdust or baking soda (incidentally a good inexpensive accelerant) into the bottle. It may cause the entire contents to harden.

Aliphatic glue:

The parent for this type of glue is doubtlessly Borden's white glue. Borden's is a very strong glue which penetrates wood well. A second generation of such glues contains fillers which render them somewhat "sandable."

Regardless of the claims, none are truly sandable since their binder is rubbery. In my mind, more expensive is not better. The hobby store brands like Pica's "Gluit" and others are expensive and not very sandable. Borden's yellow woodworkers glue is strong, inexpensive, and as sandable as any I have found. On large built up fuses and wings, I recommend using Borden's woodworkers glue for most of the "inside" construction including

attachment of the skin. But I glue the skins together and other places to be subsequently sanded with Sgment.

Firewalls, landing gear blocks, and hard points are attached with epoxy.

Silicon caulk or RTV:

This is an excellent adhesive which does not harden. This provides considerable shock absorption. This material is particularly good for attaching parts inside fibreglass fuselages.

There must be ample gluing surface. Fibreglass flexes in a finished airplane during flight will cause brittle joints made with CA epoxy or other adhesives to fail. Many servo trays have broken loose during a hard landing. Certainly, you have noticed the vinegar-like smell of silicon adhesive when it cures. Do not use this adhesive around electrical components. Connect cells in a battery with hot melt adhesive.

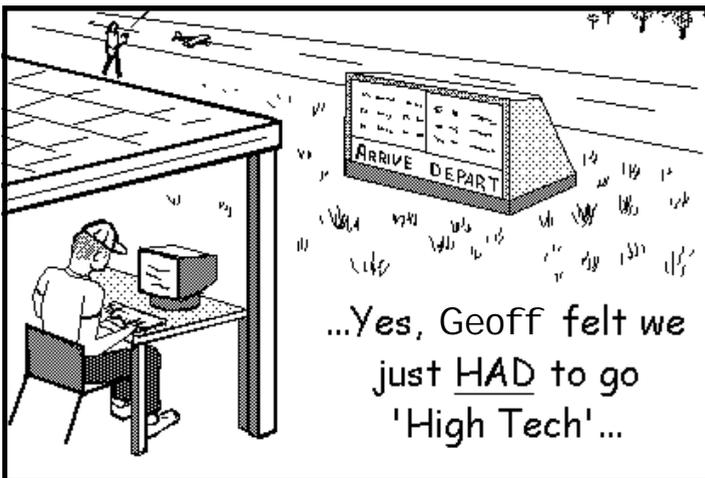
Rubber cement:

The next time you want to make little protective foam boxes for your receivers or batteries use rubber cement. It maintains its flexibility and will never let go once it is dry.

3M Spray Adhesive:

Formula 77 is excellent for attaching paper rib and bulkhead patterns to balsa or plywood during scratch building. If you want to remove the pattern from the wood after cutting, allow the adhesive to dry on the paper for more than a minute before applying. The paper will not stick quite so tightly and the adhesive will not transfer to the wood. 3M can also be used to hold 6 oz. fibreglass in position on the wing centre while epoxy or polyester resin is applied. It is great to hold plans flat on building board.

[from Rock Valley RC Flyers, Rockford, IL.]



Contest Directors Report

Geoff Hays

6344 1920 / 0408 559 806



The first event for 2003 happened on Saturday 18th January, Pattern Aerobatics.

The day was great weatherwise quite warm with the wind later in the day not too bad for precision flying.

We flew 5 categories of Pattern on the day, and I must thank the N.W.A. for their participation to make the day a great day of contest.

We had 6 pilots from N.W.A. and 3 from L.M.A.C. you will notice from the following scores results who they were.

Contest Scores 2002-2003				
Pattern Contest 18 January 2003				
	Name	Pts	Club Pts	Div.
<u>Novice</u>				
1st	Richard Moreton	3000.00		NWA
2nd	Phil Raynor	2802.00		NWA
<u>Sportsman</u>				
1st	Derril Kay	3000.00		NWA
2nd	Kevin Hay	2903.50	110.00	A
3rd	Peter Thompson	2502.44		NWA
4th	Andrew McEntyre	2100.92	82.35	B
<u>Advanced</u>				
	Peter Kidson	3000.00	110.00	A
<u>Expert</u>				
	Scott Kay	3000.00		NWA
F3A	Garry Anderson	3000.00		NWA

(Continued on page 13)

(Continued from page 12)

The day was largely without incident but a hiccup from the laptop computer that Gary and Robyn brought with them to collate scores gave us an on again off again situation with scoring, but it all worked out OK in the end.

My thanks to Robyn for so deftly working this piece of equipment that did so much cut down the manual work of keeping score.

Peter Thompson gave us all a fright when his model went temporarily haywire whilst doing one of his rounds but this too turned out OK, well done Peter for keeping it under control.

Perhaps the only down side disappointment of the day was when Andrew had finished his final round and was returning to the landing sequence he lost control quite high and the resulting impact with mother earth spelt the end of his Pattern ship. Bad luck Andrew but since then you have bounced back with another model and are still mixing it with the others well done mate!! (Androclys).

The scores are as follows with points totals for the top 3 places in each division.

Contest Scores 2002-2003					
POINTS TOTALS After 10 Contests					
Division A			Division B		
Contestant	Contests Entered	Points	Contestant	Contests Entered	Points
P. Kidson	6	604.22	A. McEntyre	7	685.44
K. Hay	6	593.67	D. Jacobs	5	406.73
G. Robertson	5	550.00	G. Carnie	4	381.67

The next event at Symmons Plains will be the 7 Cell Electric Championships on 15th and 16th February which will have been held by the time you receive this newsletter, details next report. Then the March contest at Symmons will be Open Thermal Glider on the 15th and 16th March, closing date for entries is Monday 10th. Perhaps I should explain about this event in case some of the Glider Pilots may not fully understand the details on the poster. If you don't quite feel comfortable with this format of having

(Continued on page 14)

rounds of open glider in the morning and then bungey launch gliders only in the afternoon let me explain.

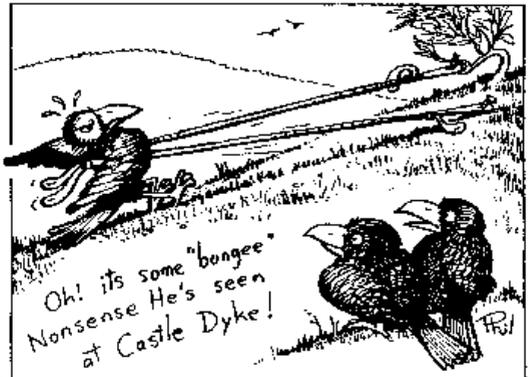
Open thermal gliders **WILL** take precedence on this event depending on how many entrants we get and the weather prevailing. If the weather looks doubtful on this weekend and we can only get one day to do it then (bungey launch) will **NOT** happen. Again if we only have one or two that would do bungey launch then it may well **NOT** happen OR! it may happen later in the day after 5 or 6 rounds of open thermal have been run. The sole intent of doing bungey launch on this occasion is to encourage as many entrants as possible to a Championship event. It may not work out that way but as the old saying goes nothing ventured nothing gained.

I would like to say at this point it is very desirable to have all entries in by the due date so that I can sort out what is what and notify anybody if changes are made. Also a phone number on your entry form and whether you intend to compete in bungey launch and not leave it as an assumption that you would compete in both contests— Thank you.

Well that's all from me for now. So as always,

Happy Landings All.

Geoff C.D.



The bungee might have been fun if this is what it was about Ed.

Air Force Week

Should any member have anything suitable for display at the Library or Museum, the secretary of the RAAF Association, Peter Pinder would love to hear from you.

Peter can be contacted on 63436676

You Might Be An RC Modeller If..

- ...You have ever glued both hands together with CA and had to use an Exacto knife in your teeth to cut them apart.
- ...You have taken your plane off and panic on the third lap, realizing that you haven't extended the transmitter antenna.
- ...You have built two right wings for a single wing plane.
- ...You get to the field and realize your transmitter is still on charge at home.
- ...You have switched your retracts up while you taxi your plane out to take off.
- ...You lean over your just-finished new plane to brush off a bug and drop a screwdriver out of your shirt pocket that rips through the wing monokote.
- ...You are making an inverted low pass and then pull "UP" on the elevator.
- ...You have taken your plane off with the igniter still clipped to the engine's glow plug.You ever had to jump over your plane as you were landing it.
- ...You have more than one scar on your "cranking" hand.
- ...You have fuel stains on your new sneakers.
- ...You are shopping for land to build your dream home on, and would rather have flat, open pasture land than rolling wooded hills.
- ...You spend more time browsing Tower Hobbies catalogues than the TV guide.
- ...You will go flying when it's 104? but won't cut the grass for your wife `cause "it's too hot out there".
- ...You have 47 miscellaneous NiCad batteries and can't find a pair of D cells for your flashlight.
- ...Your O.S. engine purrs like a kitten but the family car will barely run.
- ...You see your wife ironing while wearing a thin nightie and it reminds you of the monokote job you need to finish.
- ...100 deg. is forecast for the weekend and you hope there isn't a breeze blowing.
- ...You smash your thumb with a hammer while doing a project for your wife and the only thing you worry about is `will it be healed by the weekend'.
- ...You have grass stains on the knees of your favourite slacks.
- ...Your wife wants to buy a new mini-van and the only thing you are concerned with is `will the back seats remove easily'.
- ...You have a sun tan in the roof of your mouth.
- ...You always keep a supply of paper towels and Windex but never clean your car windows.

Bill Atkins, Dixie Aeromasters, Byron, Ga. (BAtkins@aol.com))

Crash Etiquette

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it..." followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more.

The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the frequency card.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are snakes and other hazards out there,

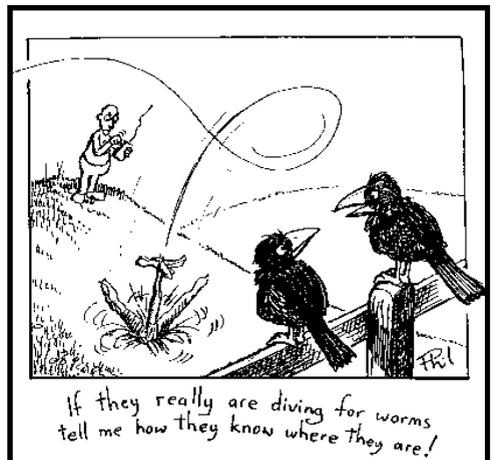
and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging. Whatever you do, don't hold a post-mortem on the spot.

The pilot probably doesn't want to discuss:

- battery condition
- poor construction
- pilot error
- used rubber bands
- fuel tank capacity
- light blue covering
- model selection vs. pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration some day.

[from LIRCS Newsletter, Long Island, NY.]



New Year Bargains

*Slowpoke R/C Sports Model
Was \$203.42 **Now \$129.95**

*Spirit Elite R/C Sailplane
Was \$191.91 **Now \$119.95**

*Super Sportster 40 R/C Plane
Was \$256.64 **Now \$169.95**

*Precedent Electra Fly
Was \$209.61 **Now \$129.95**

*World Models Happy Fly R/C Plane
Was \$185.95 **Now \$129.95**

**Happy new year to you all from
the team at Birchalls.**



Contact D'Wayne Leonard
118 -120 Brisbane st
The Mall
Launceston
PH: 1800 806 867
Fax: 03)6331 7165
Email: dleonard@birchalls.com.au

CLASSIFIEDS *Free to Members!*

For Sale:

OS 46LA Motor with
muffler extension. **BRAND
NEW!**

A steal at \$100.

Call Brian Booker
6331 5272

For Sale:

"Cyclone" 2m Pattern Ship.
Nomex fuselage. Includes
Hyde engine mount and
fuel tank.

A great start for the
competitive Pattern pilot at
\$650.

Call Scott Kay
0409 528 210

For Sale:

Old Timer "Miss America"
in as new condition. Greg
Robertson built. Comes
complete with Enya 41
four stroke motor. Only
needs a receiver and
she's ready to fly!

A bargain at \$390.

Call John de Groot
6396 1183

Sell / Trade or Swap:

"Step-Up" Glider

- 3 metre wingspan
- Fibreglass fuselage
- Hi-tech electrics
- Ready to launch!!

Wanted:

- 4 stroke motor

Contact Nigel
6344 6079

Looking for snippets or anecdotes from the field. Any tall stories that will bring a smile to our faces?

Send them in to us so we can tell those who we haven't seen at the field what they are missing out on.



Hangar Talk

Coming Events



DATE	EVENT	DETAILS	TIME
Mar 8	State Fly-In	NWAM	9:30 am
Mar 15-16	State Thermal Champs	LMAC	9:30 am
Mar 22-23	State Pattern Champs	NWAM	9:30 am
Apr 19	Novelty Fly-In (4)	LMAC	9:30 am
Apr 26-27	Electric Fly-In	PFL (Panshanger)	TBA

“**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



Garry & Robyn Anderson at our recent Pattern competition.

Another competitor at our Pattern competition, Scott Kay with his Matrix OS 1.40 powered. Cost ready to fly—no change from \$5000!! This is the same model Peter K has on his (or Merv's) building board.



The judges gallery at the Pattern comp. Pete has his hands up... has he surrendered or does that mean the pilot scored over 5?