



PROP TORQUE



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

JULY

2001



Prop Torque..... July 2001

COVER PHOTO

Daniel & John deGroot preparing their "Hanger Rat", showing you don't have to have expensive gear to enjoy aero modelling. Read Norm's indoor article on page 8

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, August 13th at
7:30pm
at Greg Waddle residence
35 Collins St., Evandale

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

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CAPTAIN'S REPORT
Peter Kidson (03) 6394 4380
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Hello to you all for another time.

It's already halfway through the year and don't the years just seem to fly by, (pardon the pun). We have coming up in August another fun fly and it's up to some of us to run it as Geoff, our resident CD is on the other island. So it might be nice to try a different format. So if any of you have any ideas let us on the committee know and we'll arrange it for you. If nobody contacts us then we'll assume you are happy to leave it to us anyway. No complaints if we don't put in the event you like or are best at or won't suit your type of model. It's up to you. It may pay you to think of ideas for your particular type of model as well. The more ideas we have, the more we have to choose from.

I'd like to welcome Andrew McEntyre to the committee as of last 9th of July committee meeting. Andrew will be taking over from Greg Waddle who has decided to retire from his duties for health reasons. I'd like to thank Greg on behalf of LMAC for the time and effort put in by him over the years.

We held the July club day last Saturday although not many people turned up because of the weather. The few that did go enjoyed themselves. Kerry Carnie was so looking forward to the day she forgot to bring George's Transmitter. So George couldn't fly his glider. You just can't get good staff these days eh! George??.

Luckily it was the Trannie Kerry forgot and not George!!.

N.W.A.M. held a pattern competition on July 1st which Sylv and myself attended, (that's why I never got to club day at our field). Anyway we had a great day up there coming away with a win in Sportsman. Thanks to all of those folks who made us once again feel very welcome.

The next pattern day is at our club L.M.A.C. on 15th Sept lets all try and attend if not to fly then to help. For the first time at our club there will be a new event added to the list of schedules. As an event in it's own right it is not recognised by the Australian Pattern Association but as been introduced by N.M.A.C. who have



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Peter Kidson (03) 6394 4380
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had a big response from the flyers within their club who are not quite at Sportsman level at this time. It is basically a group of very simple maneuvers from a take off, rolls, loops, procedure turns and landings. 4 rounds will be flown and are judged the same as the other disciplines. It is meant to be FUN but only if you turn up and have a go. It is also meant to give people who would like to have a go at competition flying an introduction into the world of aerobatics at a simple level.

To give an insight into what's required in a novice event we will try to run one at the next fun fly (along with your own ideas as well), so please turn up, have a go, tell us if you like it or not. Remember, novice means novice and it's meant to be fun not a chore. No pressure, no sheep stations.

That's about it from me.

Try on most occasions not to exceed the minimum height or damage will occur. Level wings and all that.

Pete....

In the interest of matrimonial harmony, I must put the record straight! Kerry loaded everything into the car and asked yours truly to get my transmitter case (not a big ask) —I did and left it where I thought Kerry would see it. Thanks to Pete's comment, it looks like I have to load the car myself in future. So Pete, seeing you are the instigator of this change in my routine how about calling in on your way to the field in future. I might need you to give me a hand. By the way I hope you're also a good cook!

Ed.



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SECRETARY'S REPORT

Gerry de Groot

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

gdegroot@vision.net.au



Welcome to another column. Again a mixture of information plus a little on radio testing.

There are no more reminders about membership renewal. The rest is up to you. However, I note with interest that old LMAC files contain letters written by people who, for whatever reason, advised the club in writing that they were not able to renew their membership. This thoughtful act helped everyone, including the Secretary, to know exactly where they stood. Food for thought.

Membership Cards.

Let me know if you have not received one for the current year. I know quite a few were not issued with renewal receipts because the stock of cards had run out and new cards had not yet arrived. While the LMAC membership card will not entitle you to free air travel around Australia, your card will give you a discount (generally 10%) at selected hobby outlets (much better!).

Welcome to new Social member Tony Kulhanek of Youngtown (Tony has been a club member previously)

A Few Statistics.

At the time of writing, the club has a total of 45 paid-up members, comprising 4 social members and 41 flying members; these are made up of one junior, 2 pensioner, and three associate members. Of the flying members, there are 6 Gold Wing and 5 Bronze Wing flyers.

Annual Dinner:

In the last column the LMAC Annual Dinner was advertised as being held on Friday 7 September, at the Centennial Hotel in Launceston. It appears that this date clashes with an Indoor meeting already booked for the same night. For this reason the committee is presently trying to secure a booking for the dinner for one week later. More on this later.



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Frequency/Bandwidth testing

A reminder that we now have an MAAA-certified testing station in Tasmania so there is an opportunity to have your radio tested locally. You will then know that a) your signal is centered on your frequency and that the transmitter output power is up to scratch; b) that transmitter bandwidth complies with regulations (20kHz maximum); c) that your receiver is correctly tuned thus ensuring that its range is the best the your radio system is capable of. Testing is always desirable, but is essential if your aircraft has crashed, or had a really severe landing, or if your transmitter has had a knock or a fall. Your radio gear may look OK and may work fine on the bench but performance may actually be down, possibly leading to erratic or unexplainable behaviour in the air.

For the technically minded, bandwidth is a measure of how well the transmitter confines all the components of its output (its "spectrum") to frequencies close to the nominal frequency. This is done with a spectrum analyzer, which is much like an oscilloscope that displays all the frequency components at once. Bandwidth is determined by measuring the power level of the signal at its extremities, i.e., at 10kHz above and 10kHz below the nominal or "centre" frequency. If the levels of all frequency components produced by the transmitter *outside* the range +/-10kHz from the centre frequency are below a certain level (which I will define another time) then the transmitter bandwidth is satisfactory and the signal is said to be 'clean'.

That's all for this month. Until next time, happy flying

Gerry de Groot



Cafe Symmons

Poor weather kept most away for the last Club Day. The few that turned up enjoyed a feed and a "chinwag".

Alice R.



The AdventUres of JAke

Jake sees the submarine. Part 3

“Gosh, It’s cold”, thought Jake pulling the fur lined collar on his leather flying jacket further up around his neck. He’d been in the raft for three days and nights. The days were not too bad but the English Channel gets very cold at night. The bright yellow liferaft was equipped with flares, a food ration pack consisting of mainly chocolate bars and a flask of fresh water. In fact enough food and water for four more days, so things at present were not too bad. It was the weather that Jake did not like the look of. The wind was picking up making the swell larger and at the same time the waves were getting closer together. They were constantly breaking over the raft one after another. Jake spent most of the time bailing water out of the raft with his boot. “Time to fire another flare,” He said. Just as he was pointing the pistol upward something caught his eye. “That’s not right”, he thought. “It looks out of place”. A large amount of bubbles were breaking on the surface not three yards from where he lay in the raft.



Suddenly, a six inch diameter black pipe burst through with the end of it stopping about three feet above the surface. It was a submarine periscope, on it was written in big white letters, U91. “German”, Jake said through clenched teeth, “now what ?”.



He could do nothing about the liferaft being spotted but he could do something about himself. Jake silently but quickly slid into the water and swam over to the periscope. He took hold just below the surface and kept very still.

As the periscope began it’s journey through a 360 degree turn Jake went with it. Holding on with one hand and pushing water with the other, he just managed to keep ahead of the sight glass.

The raft had drifted closer to Jake as an idea began to form in his mind. He reached out with his left foot and caught hold of a line hanging from the side of the raft and pulled it closer toward him. The sight screen was still turning. “If the liferaft drifts into view it will all be over”, he thought. As this thought flashed through his mind the line came unhooked from his foot and the raft moved away. Just at that very moment,

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the periscope stopped turning. Jake kept very still. The periscope unerringly began to move forward as if it had a life of it's

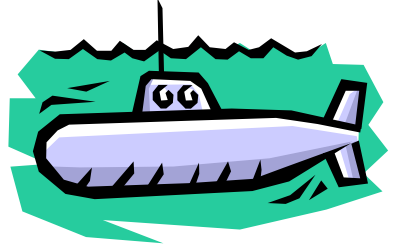
own. Jake had to make a decision to hang on and see where it would take him, or let go and get back to the liferaft. The decision was taken out of his hands as the periscope began to drop back beneath the surface on it's way somewhere, it's mission for now, finished.

Jake climbed back into the raft and blew a sigh of relief, "thank god they didn't see me".

Little did Jake know that the German Kapitän had seen him but was at this moment more concerned with the blip on his radar which was turning toward his submarines present position.

He would come back for this pilot in the bright yellow liferaft at a later time.

More next time.



INDOOR HAPPENINGS

From Norm Bainbridge

Our July get together saw four Hangar Rats take to the air with John Kitson's model regularly nudging the two minute mark and again exceeding it on two occasions with 2:02 and 2:01.

Greg Waddle's Rat seemed to be set up for Scramble and returned flights around the minute mark, exceptions being a 1:21 and one considerably, longer however this was disallowed as it followed from his plane hanging up on the ropes that cross the ceiling, and a spectacular mid air with my Rat from which both models emerged unharmed and continued their flights.

Peter Haworth was another putting in consistent times around the minute mark. Showing the way to go or the shape of things to come, was Bruce Nye who flew an EZB (an Indoor Model Supplies 'The First EZB'). The model was flying very nicely and on this occasion gave a best time of 3:06.

Andrew Denton tried his hand, or should it be arm? With an own design HLG which was subject to some modification as the evening progressed however the changes did help improve performance.

Our thanks to Sarah Haworth for her help in timekeeping and to the cheer squad of Gill, Sara, Mary and Stephen. After the flying the socialising to

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round off the evening. This took place over coffee at the “Canine Noir”.

**The next Indoor Meet will be on Friday, 3rd August, 7 to 9 pm
at the PCYC
Come along and have a look**

From the Editors

Thanks to Norm Bainbridge for the lift out plan of the EZB— One of the benefits of being a member. Sorry no free trips to Qld.

Photographs to adorn the front cover are a little hard to find. We often see plenty of nice models at the flying field (no not you Alice!) and we’re sure some of you must have taken a picture or two of your pride and joy. So why not send it in to us or leave it for us at the clubhouse. We’ll return them if requested. Maybe you have one with a budding pilot (your son or daughter) holding the model. I’m sure they’d love to see their picture with Dad’s model on the front cover.

The committee has decided that our club badge needs a facelift. We’ll run some samples and when visiting the field next, take the time to pick your choice and write your vote next to your name on the members list. The list will be collected before the next meeting and a decision made. Because of the extra colour (and the effluxion of time), they will cost more but they’ll be quite a stand out item and may even be a collectors item!

It has often been said how lucky we are having a site as good as Symmons Plains and the generosity of the Youl family. Well spare a thought for our flying friends and farmers in the UK. It is interesting to note modellers in the UK are also reliant on supportive farmers for flying sites but the outbreak of foot and mouth in the UK meant that flying for most had to cease due to restricted access to farms. Only recently, after some 3 or 4 months, access to flying sites is being returned. A timely reminder for us all as to how lucky we are.

Please Note the change in date for the Annual Dinner Friday, Sept 14.

Keep on Flying
George & Kerry



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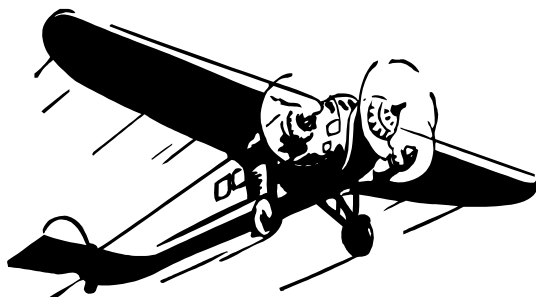
A Few World Records for the competitors to aim for!

F3A (Aeroplane, piston motor)

Type of record	Performance	Date	Record holder
N°20: Duration	33h 39m 15s	01/10/92	Maynard L. HILL (USA)
N°21: Distance in a straight line	832.43 km	14/06/98	Ronald C. CLEM (USA)
N°22: Height	8205 m	06/09/70	Maynard L. HILL (USA)
N°23: Speed	343.92 km/h	21/09/71	Vladimir GOUKOUNE (USSR), Valeri MYAKININE
N°31: Distance in a closed circuit	1301.00 km	03/08/98	Maynard S. HILL (USA)
N°53: Speed in a closed circuit	241.80 km/h	26/11/84	Maynard L. HILL (USA)

F1A (Glider)

Type of record	Performance	Date	Record holder
N°17: Duration	4h 58m 10s	15/05/60	Momcilo MILUTINOVIC (Yugoslavia)
N°18: Distance in a straight line	310.33 km	31/03/62	Zdenek TAUS (Czechoslovakia)
N°19: Height	2364 m	23/05/48	Georges BENEDEK (Hungary)





CLASSIFIEDS Free to Members!

WANTED - 2 Channel 29mHz Receiver.

Contact John Derrick 6394 7509

— 0 —

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Alex has advised his basic rate for general repairs is \$40 per hour but as some items may not justify the time spent on them, talk to Alex and he may be able to negotiate a price for repair of smaller items. Freight back to customer is at the customers expense. Radio certification charge is \$25. Please insure expensive items. NO FIX NO CHARGE.



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Coming Events



Tear out this page and keep it handy

DATE	EVENT	DETAILS	TIME
July 21	7 Cell Electric Glider	Round 1	10am
July 28	NWAM	Glider Day	9:30am
Aug. 3	Indoor Evening	PCYC Abbott St	7-9pm
Aug. 18	Fun Fly	Round 2	10am
Aug. 25	NWAM	Glider Day	9:30am
Sep 7	Indoor Evening	PCYC Abbott St	7-9pm
Sep 14	Annual Dinner	Centennial Bathurst St	7pm
Sep 15	Pattern Day	Nov./S p'man/ Adv./ Exp.	10am
Sep 29	NWAM	Pattern Day	9:30am
Oct. 5	Indoor Evening	PCYC Abbott St	7-9pm
Oct. 20	Open Glider	Round 2	10am
Oct. 27	NWAM	Glider Day	9:30am
Nov. 2	Indoor Evening	PCYC Abbott St	7-9pm
Nov. 10	NWAM	Scale Day	9:30am
Nov. 17	7 Cell Electric Glider	Round 2	10am
Nov. 24	NWAM	Pattern Day	9:30am
Dec. 1	NWAM	Glider Day	9:30am
Dec. 8	NWAM	All Models Day	9:30am
Dec. 15	Fun Fly	Round 3	10am
Jan 19	Scale Fly In		10am
Feb. 16	Pattern Day	Nov./S p'man/ Adv./ Exp.	10am



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Coming Events *cont.*



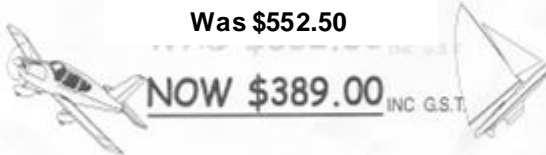
DATE	EVENT	DETAILS	TIME
<i>Feb 23/24</i>	<i>NWAM</i>	<i>State Pattern Ch'ships</i>	<i>9:30am</i>
Mar 9,10,11	SMS	State Open Glider C'ship Bothwell	10am
Mar 16	7 Cell Electric Glider	State Ch'ship.	10am
Apr. 20	Fun Fly	State Fly'in	10am
<p>"BOLD" text denotes LMAC events</p>			
<p>Contests to be on the 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.</p>			
<p>"Club Day" is the first Saturday in each month. "Cafe Symmons" will operate each Contest Day and Club Day. <i>(Please come along to both these events. These are important fund raising events for your club . Ed.)</i></p>			



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