



# PROP TORQUE



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

# MAY

# 2001

# LAUNCESTON MODEL AERO



# CLUB INC.



P.O. BOX 1204  
LAUNCESTON 7250

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## EXECUTIVE...

<b>PRESIDENT</b>	Peter Kidson (03) 6394 4380
<b>VICE PRESIDENT</b>	Merv Cameron (03) 6344 5614
<b>SECRETARY</b>	Gerry de Groot (03) 6369 5284
<b>TREASURER</b>	Nigel Keefe (03) 6344 6079

## NEW COMMITTEE...

George Carnie (03) 6398 2141
Geoff Hays (03) 6344 1920
Greg Waddle (03) 6391 8248

Safety Officer	Whole Committee
Contest Director	Geoff Hays
Public Officer	Gerry de Groot
Newsletter Editors	George & Kerry Carnie
Publicity Officer	TBA
Symmons Cafe Mgr.	Alice Robertson

## COVER PHOTO

Kevin Hay's 1/4 scale Citabria with a 106' wingspan and weighing in at 14lbs. Powered by a Gemini 120 twin and swinging a 15x6 prop it's a very attractive model in the air as well as on the ground.



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

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Telephone: 6398 2141 Perth, Tas. 7300

*Copy Deadline: 3rd Monday of each month*

**Next Committee Meeting:  
Monday, June 11th at 7:30pm  
at Greg Waddle residence  
35 Collins St., Evandale**



Prop Torque..... May 2001

**CAPTAIN'S REPORT**  
**Peter Kidson (03) 6394 4380**  
**p.kidson@microtech.com.au**

Hi to all,

Well as you all know the LMAC AGM was held on the 14th of this May and was attended well. Whilst it's not my intention to go in to detail about everything that was talked about, I thought you might like to hear the main points.

New Committee members were elected, George and Kerry Carnie. They have also agreed to take on the responsibility of producing the newsletter so welcome aboard and good luck to both of you. All articles are now to be sent to them via snail mail, email or any other way you can think of. I would like to take this opportunity to thank Tim and Ros Sydes for their undying efforts over the past few years in making sure the newsletter was sent to all concerned and on time. Enjoy your club retirement.

Most of the Committee will remain the same as last year. Thanks must go to them, because it's the work done behind the scenes that help to make the club run smoothly, and lets not forget, it's all done out of love for this hobby of ours and not because of remuneration.

One of the decisions taken at this year's meeting was to once again close the Committee meetings to all, (with the obvious exception of the Committee of course). This does not mean you cannot have your say in person, just ask a Committee member and they will make arrangements for you to attend the meeting. Apparently the meetings were run this way for some years before it was decided to open them to all members.

Our contest director, Geoff Hays has come up with an idea to try and improve attendance at the field during the contest season, you will find out about it on the CD's page.

Another topic for discussion which was brought to light by Merv Cameron was the frequencies we fly on and how some members are not abiding by the rules. Our Secretary will fill you in on what is required by us.

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## SECRETARY'S REPORT

Gerry de Groot

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

[gdegroot@vision.net.au](mailto:gdegroot@vision.net.au)

This month my column will deal mainly with transmitter frequencies at LMAC. But before that I would like to remind those of you who are overdue with their subscription to pay as soon as possible.

### Frequencies:

It appears that some club members are operating radio transmitters on even-numbered frequencies in the 36MHz band. These are illegal at LMAC, but are evidently being sold locally by some radio suppliers. To find out whether your radio frequency is "even" or "odd" you can apply a simple test. All you need to know is the frequency of your transmitter (check the transmit crystal or the box your radio came in, if you still have it). Frequencies are generally written, for example, as "channel 631" which is 36.310MHz, legal at LMAC. Frequencies are "odd" if the second digit on the right of the decimal point is an odd number and "even" if the same digit is an even number.

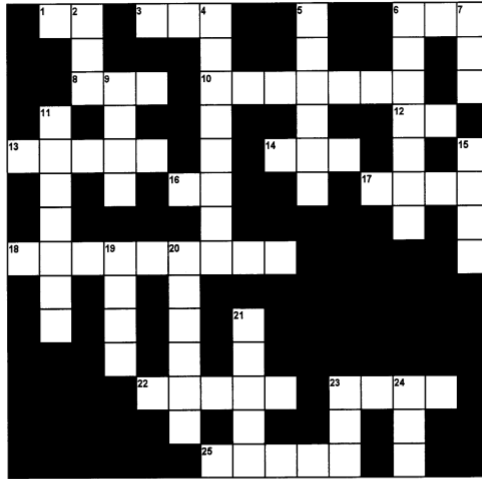
What is the point of all this? Well, frequency separation between transmitters having similar frequencies will give freedom from interference. Naturally a larger the separation will mean less chance of interference, but also means fewer channels are available for modellers to use. The separation or "channel spacing", basically a compromise between technology and price, set by law, is 20kHz. (If we didn't mind paying \$5,000 for a 4-channel set the technology exists for 5kHz spacing)

What is all the fuss about? Well, odd numbered frequencies are spaced 0.02MHz apart. Prove this by looking at the difference between channels 631 and 633: i.e., 36.310 and 36.330 – it is 0.02MHz, which happens to be the same amount as the 20kHz everybody talks about. Now look at the difference between an odd frequency and its nearest even frequency, say channel 631 (odd) and channel 630 (even). These correspond to 36.310 and 36.300 and the difference is 0.01MHz, or 10kHz – half the channel separation of that between two odd frequencies and (more than) twice the chance of interference! To quote the old Indian saying: "20kHz good; 10kHz bad".

*(Continued on page 6)*



## CROSSWORD



Across		Down	
1. Two wings (?plane)	18. Aussie WW2 aircraft	2. Very cold	21. Flying site
3. Part circle	22. Beechcraft ?	4. Andrew's "FatAlbert"	23. Atmosphere
6. Model manufacturer	23. Ammunition (abbrev)	5. Newsletter- Prop ?	24. Milliamphour (abbrv)
8. Sideways movement	25. Our president	6. Spirit of ? 2,5	
10. Rising air		7. Enola ?	
12. Motor manufacturer		9. Small particle	
13. Lap racing		11. ? Plains	
14. Piper ?		15. Battery	
16. Radio manufacturer		19. Tiger ?	
17. Position		20. Landing strip	

*(Continued from page 5)*

To make absolutely sure no one uses an even frequency, the LMAC frequency board will soon be modified to make even frequency slots unusable. This will maintain the 20kHz spacing and give everyone the best chance of interference-free operation.

(None of this would be important if only one person wanted to fly at a time!)

From the Web:

If you want to follow up the official position on radio control  
*(Continued on page 7)*



*(Continued from page 6)*

frequencies on 36MHz, then have a look at <http://members.oze mail.com.au/~maaa2/sma.html> also check out the Silvertone website. Bob Young has a lot of good stuff there about transmitter frequencies and interference.

That's all for this month. Until next time, happy (and interference-free) flying

*Gerry de Groot*

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## INDOOR HAPPENINGS From Norm Bainbridge

A good roll up for April but thin on the ground for our May meetings. An interesting variety of aircraft in action, along them the electric radio control models of Jacques Wakae and Greg Waddle in circuit at the same time. Suggestion was made next time up we should equip them with streamers so they can indulge in aerial combat for a spot of added excitement! For those flying to a simpler formula with rubber the only power, Bruce Nye's 'Mini Stick' rose above the rest and recorded the longest time aloft, however this time was padded out by the fact the plane hooked up on one of the overhead beams and was only returned to earth with the assistance of a very long pole which conveniently was to hand. This little plane regularly clocks up flights of 2:30. Bruce also put in some trimming flights with an 'Easy B'. John Kitson took out the longest 'Hangar Rat' time for the April night with 1:35, closely followed by Daniel Penkevics 1:11 and Andrew Campbell with 1:10 (he extended this to 1:23 on its May outing).



Bruce in the process of retrieving his "Mini Stick" from the beams.

Other Rat sorties were made by Bruce, Greg and myself. Andrew can rightly claim to have made the best HLG flights on both occasions with a 'Coot' which would be hard to beat. He was also

*(Continued on page 8)*



## Prop Torque..... May 2001

*(Continued from page 7)*

experimenting with a lovely 'V' tail HLG - a real challenge. Greg also had his RTP set up and some planes circulating. Among the ground crew was John de Groot.

A novelty Andrew brought along to interest youngsters present (also a number of those somewhat older) were simple balsa Boomerangs which he demonstrated if thrown the right way did come back, even to the extent of throwing and retrieving two at the same time. It was great also to have taking a look, Stephen, Helen, Nicholas and Melissa Boag, John Lovell, Peter and Diana Haworth and Andrew's friends Es mier, Christie and Calia.

Afterwards a number of us adjourned to the 'Canine Noir' for the now customary coffee and biscuits.

**The next Indoor Night will be on the 1st June,  
7 to 9 pm.  
Please note the altered time slot.**



Andrew gets down to wind his "Hanger Rat" and the camera catches Melissa.





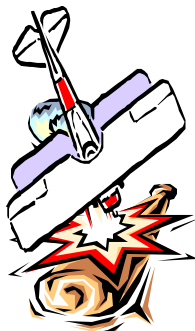
*(Continued from page 4)*

The MAAA in their infinite wisdom has decided to raise their fees, effective immediately a five dollar rise for both Senior's and Pensioner's and three Dollar's for Junior members, not much I grant you, but enough. We as a club have for this year decided not to raise our fees but we will have to review this for next year. This brings me quite nicely on to the subject of overdue club fees. If you have not yet paid them and want to remain with our club please remit your membership as soon as possible. The relevant forms and monies will be sent to the MAAA for our insurance very shortly and without your fees the other members will have to subsidize you, I guess you have to decide for yourself if that's fair or not.

Well, that's about it from me for another club year. Once again, thanks to all that helped run the club. A special thanks to Alice and a few of the Wives for helping run the canteen. Thanks to Greg and Jill Waddle for the use of their premises during the year

We should all be looking forward to another great flying year with loads of calm weather and don't forget, it's not long till Christmas so get your order's in straight away. I think I might ask Santa for two new thumbs. The ones I've got seem to be letting me down just recently, and don't let me hear any of you say, "WHEN". See you at the field.

*Pete...*





# From the Editors

Hello to all!

The first and most important item we would like to do is to say a sincere THANK YOU to Ros & Tim Sydes for their untiring effort in preparing this newsletter over the last 3 years. We are sure all would agree a job very well done and they have set a standard that Kerry and I will aspire to maintain.

As editors, our task is to compose the newsletter, using articles from various sources but it mustn't be limited to the committee reports and the same contributors. Maybe you've got a photograph of your latest pride and joy (aircraft preferred!)... then why not send it in and we will show it off to all our readers. Just like Kevin Hay's maiden flight of his Citabria shown on the cover page. (if it is an original photo we'll return it if requested). Maybe you have a building tip or some other words of wisdom you wish to share. Maybe you have some anecdotes from the flying field or a story about the past. Whatever, we want to hear from you! Any suggestions on the newsletter content will be most welcome.

A particular thank you to the businesses who provide support to our club through advertising in the newsletter. *Show your appreciation by supporting them.*

*Cheers,  
George & Kerry*



## Cafe Symmons

Congratulations once again to Hugh McLennan who after winning the Easter raffle also won the Mothers Day raffle. Also a big thank you to Jacques and Carol Wakae for their donation of utensils (including a kettle, barbecue tool set and a chopping board and to Greg & Gill Waddle for the donation of a shade tent.



## Trimming Your Model - Part 5

This time it's knife edge tracking. Once your plane is set up correctly knife edge flying can be fun, however, if your planes not set up properly it can be one of the hardest maneuvers to get right.

We basically use left or right Aileron to get the plane on it's side and then rudder to hold it there, simple eh! Well it should be. What we look for in knife-edge tracking is the model to fly straight albeit on it's side. What may be noticeable is the model wanting to wander or pull toward the wheels or canopy. If the former is the case then to fix the problem raise both ailerons very slightly making sure they are both adjusted the same amount. If it wants to move toward the canopy then lower the ailerons an equal amount down. Make sure in testing for this tracking that your wings are as near as perfect at ninety degrees, if not then other controls will begin to have an effect, also try and do your trimming on a calm day as always.

The problem of the model pitching up one way and down the other is a sign that the wing and stab are out of alignment. It is crucial in building that when you get to this part you make sure all is true. Take all day if necessary but get it right. If you don't have a computer radio then the only way to fix this problem is to realign the wing, stab and fin, or try to fly it through, not the easiest thing to do. For those of you who do have a computer tranny then select a programmable mix function with rudder as master and elevator as slave, and then simply add small increments of elevator until you only need rudder to maintain knife-edge flight. Try the alterations in say, 2% increments at a time. Don't go 50%, remember in trimming your plane you should always use tiny amounts, small is best.

You may find something else trying to happen whilst you are flying knife-edge and that is your plane may want to roll off the vertical. If this is happening it means your dihedral may be slightly out, this can be fixed via another mix function. This time choose rudder as master and aileron as slave, add aileron again in small increments to correct the rolling tendencies. Next time Differential and what is it. Level wings and all that. Pete....



## Contest Directors Report

April 28th saw the Power and Electric Flyin held at Symmons Plains, the weather was great, hardly any wind but just enough for good flying.

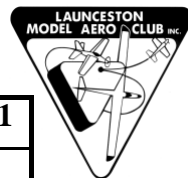
We had 15 Pilots on the day with a variety of models, some had Electric and some stayed exclusively Power. We were able to mix and match this combination with some dexterity and willing co-operation from all Pilots.

Electric power gives a much better chance to do just this than the conventional winch or bungee launches.

Each Pilot was given 50 points to start with and the few low key events all attracted a good chance to gain many more points on the day for the events completed in, as well as points given to each individual flight that was flown whether in a contest or not. Therefore, each had the chance to increase their points standing easily. It was a bit more time consuming for me as I needed to keep watching everyone all day, but that didn't matter if everyone had fun. It was good to see two visitors from down South to join us for the day, Steve Barrow from Kellyfield (who actually came second on the day overall) and Dean Williams from Phantom Flyers who came fourth on the day. Greg Robertson came first and Peter Kidson third. Scores for the day and how the contest year finished up were:

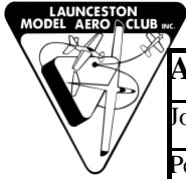
<b>Fun Fly Power and Electric April 28th, 2001</b>		
<b>Name</b>	<b>Score</b>	<b>Club Points</b>
Greg Robertson	490	100.00
Steve Barrow	374	
Peter Kidson	350	71.42
Dean Williams	320	
Andrew McEntyre	310	63.26
Kevin Hay	300	61.22
Merv Cameron	290	59.18
Chris Klimeck	280	57.14

# Prop Torque..... May 2001



<b>Fun Fly Power and Electric April 28th, 2001</b>		
<b>Name</b>	<b>Score</b>	<b>Club Points</b>
George Carnie	258	52.65
Jacques Wakae	257	52.44
John Derrick	210	42.85
Gerry Kahmann	139	28.36
John Lovell	120	24.48
Peter Haworth	116	23.67

<b>After 13 Contests</b>		<b>Contests Entered</b>	<b>Avg Score</b>
Greg Robertson	883.48	12	73.6
Peter Kidson	430.70	5	86.1
Andrew McEntyre	354.24	5	70.8
Kevin Hay	269.79	4	67.5
Greg Waddle	240.89	3	80.3
Richard Cooper	225.73	4	56.4
Jacques Wakae	187.44	3	62.5
Bruce Nye	178.41	2	89.2
Chris Klimeck	157.14	2	78.6
George Carnie	153.07	2	76.5
Dave Jacobs	120.05	3	40.0
Merv Cameron	96.68	2	48.3
Tim Sydes	83.2	1	83.2
John de Groot	64.02	1	64.02
Des Judge	56.32	1	56.32
Norm Bainbridge	47.43	1	47.43



## Prop Torque..... May 2001

After 13 Contests		Contests Entered	Avg Score
John Derrick	42.82	1	42.82
Peter Ha worth	30.80	2	15.40
Gerry Kahmann	28.36	1	28.36
John Lovell	24.48	1	24.48
<b>Contest Year 2000-2001 Finished</b>			

It was really a great day for our 2000-2001 contest year. By contrast the first event for the new contest year was to be held on May 19th. The weather was perfect but only two flyers were there for the Open Glider Round 1 which, as a consequence was not held. So we move onto the next event and see how we go. This is to be held on Saturday 16th June. Two events: The first will be free flight Power Scramble at **9am - 10am**. Then at **11am** we will have a Fun Fly event. Now this will be a Fun Fly. Models to be able to have the ability to stop the engine completely in the air and be able to glide well. Tasks will include:

- Power and Glide
- Power Ratio
- Balloon burst on ground
- Speed run
- Slow flying run

It should be a lay back day. If you can take off and land and have control over your model. you will be OK. There will be no judging of precision manouvers.

This year will be having two divisions in our contest. These have already been decided upon based on last years scores. So those who do not consider they can be up with the best, can still win their division. The committee is still working out the final details of the format for this year and we will let you know in due course. Our new contest calendar ois listed elsewhere in this newsletter. So until contest day, happy landings all.

Geoff (C.D.)



## The Adventures of Jake

Jake was a loveable chap who adored adventure's, even the smallest kind. He was also a pilot of a Hawker Hurricane and it was with this plane that he became a hero of the Second World War. This is one of his stories.



### The beginning

As the bright green MG hurtled along the winding country lane Jake could hardly contain his excitement. He had been accepted by the RAF to fly Hurricane's. His dream had come true, now all he had to do was to tell his wife he was going to war. Jake had wanted to be a pilot all his twenty-three years, or at least, for as long as he could remember. His father had been a pilot with a commercial airline and had taken Jake with him on many occasions helping to nurture his ambition.

Jake was tall and slim and it was obvious to some that he took after his father. He had tried to grow a handle bar moustache like his father but had given up. It never quite had the distinctive look like the one sported by his dad.

Jake's wife, Dawn was washing the dishes in the kitchen sink when he arrived home,

"Hello darling," said Jake, "how about a kiss," Dawn turned to see Jake slip and fall with a thud as he stepped onto the new mopped floor, "Oh," she blurted, "I do hope you didn't hurt yourself," Jake picked himself up, "I've something to tell you" He spluttered, "so you'd better sit down and you can wipe that grin off your face before I come over there and give you what for". He was doing his best to keep a straight face himself.

Jake and Dawn had been married only a short time and loved each other dearly and it was with trepidation in his heart that he told her. "You will be careful won't you," Dawn mumbled through her tears. "Of course I will", he said, fumbling in his waistcoat pocket for a hanky, "you know me girl, I'm immortal I am,".

The following Tuesday, this by the way being Thursday, Jake took the folded napkin containing one Ham and Tomato sandwich and a flask of milk from Dawn, (she'd prepared it that same morning), stuffed it in his leather



flying jacket pocket and gave Dawn the biggest hug ever. "Well, I've got to go and win the war," he said trying to sound brave. It wouldn't do for Dawn to see him tearful, He had to be strong for her. Dawn was holding up quite well considering, she'd wait till he'd gone. "How long will you be away,?" she asked as she squeezed him tighter. "I'm not sure, not long, but I'll try and write to you everyday," Gently grasping her hands and pulling them from around his neck, "I have to go now". He turned and made to go but Dawn shoved her arms around his neck once again, "I've something for you", she said, "it's something I want you to keep with you at all times. Never let it go," She took down her hands and gave Jake a small golden pendant. He opened it and inside was a picture of them both on their wedding day. "Thanks", he said, "I'll wear it always".

Outside Jake climbed into his MG. The tears welling in his eyes. "Not yet," he thought, as he settled himself in to the black leather seating. Looking up at the kitchen window he could see and hear Dawn sobbing for all she was worth.

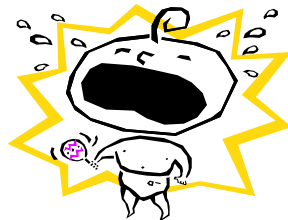
He turned the key, jammed the car into first gear and mashed the accelerator to the floor. He needed to get away from here.

*More next time.*

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## LATE NEWS FLASH!!!!!!!

Congratulations to Merv Cameron - He's a grandfather again. This time the drought is broken - a little girl Zoe, the first grand-daughter.







***CLASSIFIEDS Free to Members!***

**FOR SALE -**

- Hitec Prism 7x Computer Radio Set. In box includes Tx, Rx, 4 HS422 servos (brand new), switch, manual etc Price \$395 ono (new \$570)
- Lion Electronics Tx/Rx Charger/Discharger (Cost \$110) sell \$50 ono.
- Astro 110D Charger charges up to 18 cells. Also included Astro 102 6-10 cell discharger. Both for \$190 ono.

All with original instruction manuals.

Phone George Carnie 6398 2141 or 0418 134672

**More FREE space for members  
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Fax 6327 1140

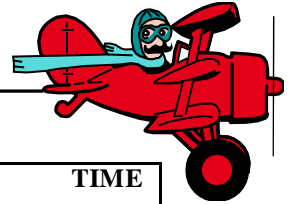
Join the increasing number of people who are enjoying hassle-free **Electric Flight**.

**For advice and products you won't find at your local hobby shop!!!**





*Coming Events*



DATE	EVENT	DETAILS	TIME
May 12	NWAM	Scale Day	10am
May 19	<b>Open Glider</b>	<b>Round 1</b>	<b>10am</b>
June 9	NWAM	Glider Day	10am
June 16	<b>F/Flight Power Scramble</b>		<b>9am</b>
	<b>Fun Fly</b>	<b>Round 1</b>	<b>11am</b>
June 30	NWAM	Pattern Day	10am
July 21	<b>7 Cell Electric Glider</b>	<b>Round 1</b>	<b>10am</b>
July 28	NWAM	Glider Day	10am
Aug. 18	<b>Fun Fly</b>	<b>Round 2</b>	<b>10am</b>
Aug. 25	NWAM	Glider Day	10am
Sep 15	<b>Pattern Day</b>	<b>Nov./Sp'man/Adv/Exp</b>	<b>10am</b>
Sep 29	NWAM	Pattern Day	10am
Oct. 20	<b>Open Glider</b>	<b>Round 2</b>	<b>10am</b>
Oct. 27	NWAM	Glider Day	10am
Nov. 10	NWAM	Scale Day	10am
Nov. 17	<b>7 Cell Electric Glider</b>	<b>Round 2</b>	<b>10am</b>
Nov. 24	NWAM	Pattern Day	10am
Dec. 1	NWAM	Glider Day	10am
Dec. 8	NWAM	All Models Day	10am
Dec. 15	<b>Fun Fly</b>	<b>Round 2</b>	<b>10am</b>
"BOLD" text denotes LMAC events			



## DO YOU NEED ANY OF THESE ITEMS?

- O.S. NO.8 Glow plug \$12.50 inc. g.s.t
- O.S. NO.3 Glow plug \$8.50 inc. g.s.t
- Modeltek in flight low battery indicator \$42.10 inc. g.s.t
- Saito FA-91S 4 stroke engine \$586.86 inc. g.s.t
- Super Tigre G 90 2 stroke engine \$387.81 inc. g.s.t
- Range of power panels from \$39.00 inc. g.s.t
- Hitec Micro 555 narrow band, dual conversion, 5channel receiver \$159.45 inc. g.s.t
- Hitec HS-300 Standard servo \$31.88. inc. g.s.t
- Hand-Crank fuel pump \$21.50. inc. g.s.t

## COMING SOON:

Ballistic Models FLY BABY R/C Plane.

This kit is probably one of the smoothest flying, docile, forgiving scale aircraft available. An ideal first kit after a trainer, or someone who just wants an aircraft that will also do almost every aerobatic manoeuvre in the book.

All Major components are assembled and finely finished by precision craftsmen. Just take a few short hours for assembly and covering. Complete with pre-assembled undercarriage, quality hardware, engine mount, fuel tank, spinner, fibreglass cowl and preformed windscreen.

### **SPECIFICATIONS:**

Wingspan: 1713mm (67.5 inches)

Weight: 3 to 3.5 kg (6.5 to 7.5 lbs)

Engine: .60 to 1.0 c.i. twin four stroke  
.65 to .91 c.i. four stroke  
.45 to .61 c.i. two stroke

Wing area: 42.9 dm<sup>2</sup>

Radio: 4 Channels -Throttle, Aileron, elevator and Rudder.

Scale: 1:5

Great Price \$345.50 inc. g.s.t

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