



# PROP TORQUE

Official Newsletter of the  
**LAUNCESTON MODEL AERO CLUB**

P.O. Box 1204 Launceston 7250 [Website: lmacrc.com](http://www.lmacrc.com)

May 08

**Annual General Meeting**  
**Thursday 5<sup>th</sup> of June at the Kings Meadows Health Centre At 7.30 PM**



Even though the Aeroscraft dwarfs the largest commercial airliners, it requires less net space on the ground than any plane because it doesn't need a runway. The airship takes off and lands like a helicopter: straight up and down.

This is not a Blimp. It's a sort of flying Queen Mary II that could change the way you think about air travel.

## [An excellent report by Fred Willis on the members at the field on Saturday 10<sup>th</sup> May](#)

Because this was a beautiful day and a great number of pilots had a thoroughly enjoyable time, I thought I'd write a relatively brief synopsis of the event, hopefully naming most modellers, their planes and a few anecdotes thrown in for good measure. I remember counting at least twenty-seven different models on or near the flight line.

It was great to see Nara Tantemsapya back at the field throwing his OS 46 powered *Classic* around the sky with great skill. Even after a long distance landing in far away paddocks the *Classic* survived to fly unharmed. Luck was on your side, Nara! With the assistance of Andrew, Jamie Sheehan managed to fly his new model, decreasing the aileron throw by 50% after some very anxious and wild manoeuvres. I think Andrew's legs are still shaking. How wrong we were! We thought he was doing it on purpose.

Paul O'Grady flew his tried and trusted model powered by a very reliable LA 2.5cc motor in between assisting anyone who needed some help. Richard Cooper rolled out his E.P. *Classic* (a present from his wife). This was a very impressive flier. Richard also had a glider for some quiet time relaxation. Our contest director, Andrew flew his *Precedent T180* and then later his Saito Powered *Cub* which was proving difficult to tune. Once sorted it performed very nicely.

I brought along my trusty, reliable OS46 powered *Explorer* and my ex Merv Cameron *Air Scout* which flew like a sack of dough until I changed the prop to a 9 x 6. What a difference that made. This model is like a cat with nine lives. Two years ago I flew it into a tree on my property and had to chainsaw it down resulting in some repairable damage and then only a fortnight ago I placed it very calmly on top of the field's pine tree after running out of fuel. This time I was able to catch it as it fell with no damage what so ever.

Merv Cameron's *Jabberwock* bi-plane was again very impressive both on the ground and in the air even though one of the aileron servos eventually died on the ground. Kevin Hay flew his big *Yak* (the plane he took to Bendigo Masters) and showed us some precision flying. The big 3W 100cc twin had just been rebuilt so Kevin was running it in. He also flew his Echo powered *Stamp* and provided more displays of low speed controlled flying. Well-done Kev!

Greg Robertson must have the eyesight of an eagle. His glider was so far away that it appeared to me as a speck on the horizon. Greg assured us that he could see it clearly and we believed him. Greg also performed some spectacular manoeuvres with his E.P.

*Katana*. (I hope that was the right model as Greg has a few similar looking planes). Terry Pearson, after fully recovering from surgery,

Showed that he hasn't lost an ounce of his touch. Terry flew the ex Greg Robertson *Ace 2* (OS 32 powered) and his beautiful *Liberty Sports* bi-plane fitted with an 80 four stroke.

Tony Berg also had two models, the incredible E.P. *Hyperion* pattern model and a very fast *Thunderbolt* powered by a GMS 75. Both flew exceptionally well. (No doubt due to the cool and collected nature of the pilot). Next to Tony was Kris Klimeck with a lovely four stroke powered *Waco* and a brand new *Stamp* powered by a Ryobi whipper snipper motor. After a few radio problems this model flew beautifully. Well-done Kris! Later in the day we saw some tandem flying when Kris and Kevin both flew their *Stamps* together.

Max Wiggins came later in the day and carved up the sky in his impressive model. Later Max was kindly assisting Peter Riall with his trainer. I must thank Peter who helped rescue my model from the pines! Dave rolled in near lunchtime and appeared to thoroughly enjoy his E.P. glider. We certainly enjoyed observing it fly. Just when things were quiet out came our secretary, Geoff Hays with his E.P. ducted fan model, which flew like the wind and was very impressive. Very entertaining, Geoff! Later Geoff flew his glider, which, unfortunately, landed some distance away in a nearby paddock, sustaining some damage, which should be easily repaired.

It was great to see Kevin Swiggs call in to re-new old acquaintances. Kevin was down from Darwin on a short holiday. I hope I have covered everyone from this great day. Forgot Alice and Robyn whose giggling and chatting brought a homely feeling to the clubhouse. What would we do without our ladies to keep us on the straight and narrow or should I say "up in the air?"

The week before also brought out a great number of modellers and one model in particular brought out some distant memories and that was the *beautiful Cicada* of President Gerry's. My first radio control model was a Frog 150 diesel powered *Sky Scooter*, which I bought after seeing it hanging up in Don Gilmore's shop in Launceston. I later found out that it was built by Greg Robertson. I later met Greg and bought his Silvertone radio outfit which consisted on a ground-based transmitter, a receiver and a single rubber powered escapement which, when it worked, gave full right, neutral and then full left. You just had to remember the sequences. No speed control!! Later I may re-count some of the adventures that I had with this plane.

Now, back to the story. My first self-built radio control model was a *Cicada*. I painted the fuselage black with a yellow stripe and the wings I covered in yellow silk. It was powered by an OS 35 and managed to have a three-position servo for the throttle. This model lasted quite a long time and eventually suffered some fatigue. Merv Cameron, at this stage, was building a radio control system called a *Galloping Ghost*. It was the first type with proportional rudder and elevator. I later bought this system from Merv in his two tone purple *Cicada*. It was certainly a revolution in those days and I still recall with delight my *Cicadas*.

So much for my brief anecdotes, I hope I haven't rambled on too much.

**Fred Willis**

## Presidents Report

Gerry de Groot

Phone 6369 5284 / mobile 0417 536 200

Email: [degroofs@activ8.net.au](mailto:degroofs@activ8.net.au)

**Hello Everyone.**

This month's report is the last for my current term as President, and it will be a short one. On reflection, it seems that the last two years have gone very quickly, in spite of there having been a lot of "water under the bridge". I suppose that it reinforces the idea of making the most of every day, and that life is about the journey rather than the destination.

I have not done a lot of flying lately, even though I have been determined to try. Sometimes things just seem to get in the way. However, I have managed to spend a few evenings in the workshop and that time has been productive. Right now I have a few projects on the go; a peanut scale Peck Polymers kit for indoor flying called the "Ganagobie", and an Astropower Leisure kit (Malcolm Buckmaster) called the "Electrician". No prizes for guessing the type of propulsion! It's a very well designed kit and should fly well, when it is eventually finished.

As advertised in the last Prop Torque, the AGM will be held on Thursday, 5 June; the committee would like to see as many members there as possible.

As it is my last report I would like to express my appreciation for the support I have had from everyone during my term as President.

Also, I'd like to say a sincere "thank you" to the following people:

- the committee
- our instructors, especially as just about every flying member in the club is now up to Bronze wing standard.
- our canteen organisers, cooks and helpers
- our members, especially those that have risen to the challenge of taking a greater interest in our competitions

**As always, I look forward to seeing you at the flying field.**

**Gerry**

## Secretary's Report

**Geoff Hays**

Telephone 6326 7967 / mobile 0408 559 806

E-mail: [ghays7@bigpond.com](mailto:ghays7@bigpond.com)

**Hello Everyone.**

Well here we are at the end of another month already, and almost to the end of another club year.

Our financial year has ended on the 30<sup>th</sup> of April and the membership year finishes on the 30<sup>th</sup> June. I would remind you our members that our Annual General meeting is coming up fast; I did mention this in last months Prop Torque. It is on the 5<sup>th</sup> of June at the Kings Meadows health centre At 7.30 PM. **Hope to see you there**

At this meeting 3 of our committee members term expires, they Are Kevin Hay, Gerry DeGroot and Andrew McEntyre. Of these three Kevin has indicated his availability.

Whilst Gerry will not be available due to work and family pressures and Andrew and Robin will shortly be moving back interstate to reside. So the position of President and 1 committee member will need to be filled as well

The AGM is of course the forum to have a say in what you feel the club needs and the direction it should take in the year that lays ahead.

This meeting will be preceded on Sunday the 1<sup>st</sup> of June with the State Annual General Meeting where it will be made known what the new fees to the MAAA and TMAA will be

This figure will be added to our club portion to become the new Subscription for the new year of 2008-09.

Following our AGM I will be sending out your subscription renewal forms and could I urge the members that it would be greatly appreciated to have these returned promptly so that the paper work can begin, this is undoubtedly the busiest time for all the club Secretary's as they attend to this task of re registering all the club members at the MAAA/ and State level.

If any of our members do not wish to renew this coming year for what ever reason I would appreciate the courtesy of being notified, and if you hold a key to club property being returned ASAP.

Well with all that out of the way it is time for the birthdays for the month of May, they are Craig Homan, Dave Jacobs, Terry Pearson and Kevin Swiggs we say happy birthday to them all and trust that their special day was a good one. It was great to catch up with Kevin again this month for a short holiday break down here with his family.

For those who do not know Kevin he is a full member of this club and is a past president and has now been up in Darwin working as a pilot with Air North now for the last 7 or 8 years, or is it more, (*time does fly*) Good to see you again Kev.

Well I think that about wraps it up for me for another month but I would leave you with this little thought ----- **(When in doubt, look intelligent).**

Happy landings all **Geoff.**

**Around the Hangar**  
**Contest Directors Report**

**Andrew McEntyre**

**Telephone 6384 1048 / mobile 0408 969 360**

**E-mail: [and.mac@bigpond.com](mailto:and.mac@bigpond.com)**

**Hi Everyone.**

A very successful Scale Day held at the field last Saturday 24<sup>th</sup> with 13 flyers enjoying brilliant weather. It was great to see 5 members from NWAM make the trip and join in with a range of great models. Chris Klimeck was the winner of the best take off and John Madden from NWAM won best landing. Chris Klimeck and Kevin Hay showed their skill with some low and slow scale fly past with their big Stamps, some how Greg R got mixed up between the two models with his electric glider what a sight. Most everyone went home with a prize on the day which seemed to be received very well. The only mishap from the scale day was Geoff Hays with his new Jodel which suffered radio failure and crashed far away in the next paddock, pity Geoff as it was a nice looking model. Thanks to Alice R for holding the hamburgers on an extra week, and to George C for the photo shots which I'm sure will be on website soon.

We are coming to end of another year with the AGM next week, and the end of my term on the committee and as contest director. The new CD most likely will put together some fresh ideas which will be a good change. I have enjoyed my roll on the committee but it will be nice not to have the late drive home on foggy roads. I take this last opportunity to say thank you to everyone in the club for your support at all the events over the past years. Last but not lest the fellow committee members for there support during the past years. As this will be my last News Letter and I hope someone has the time to continue as newsletter editor. As we are not sure when I will leaving the state, I will still be getting some time for flying and look forward to the next event and seeing everyone at the field.

Happy flying to all Andrew.

**Upcoming Events to Remember**

Sat 7 <sup>th</sup> June	Club Day			
Sat June 21 <sup>st</sup>	Fun Fly Event	LMAC	Symmons Plains	10 to 2.30pm
Sat July 5 <sup>th</sup>	Club Day			