

# PROP TORQUE

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

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Capturing the essence of a more traditional form of aeromodelling, competitor John de Groot prepares his free-flight model "Kalpie" powered by a Mills 0.75cc copy for LMAC's popular Free Flight and Old Timer Contest, held recently in challenging weather on Saturday, July 9.

**Volume 20**

**JULY 2005**

## EDITORIAL:

Welcome to our first newsletter; we hope that you enjoy it. This will be a real challenge for Virginia and me, but we are looking forward to it.

We have decided to immediately change the format from A4 broadsheet to A5 booklet. This has been done because we have access to a fancy printer and because A5 seems to be a more popular format for this type of publication. I hope that you agree with the change.

Another change is that we will again run paid advertising from traders. We hope this will give the club another source of revenue, albeit a modest one. It will also give readers an opportunity to support advertisers, especially local firms who welcome local trade. Although the Internet is a fine source of specialised materials and items, we must never lose sight of the benefits of having local sources of aeromodelling materials. As Tony Cincotta of Saturn Hobbies says, "we don't know what we've got 'til it's gone!" What he means is that without support, model shops cannot exist, and aeromodelling life will be a lot harder.

Prop Torque has not featured any technical articles for some time – which is not a criticism of the previous editor – very likely no one submitted anything for publication. We will be seeking input from members about this. If you feel inclined to write something, please do so; if you want to see an article in the newsletter about a particular subject, we will try to source it. Someone remarked a while ago that he would not write anything technical because no-one was interested (in his subject). Well that may be true, but we take the view that if only a single thought helps a reader, it will have been worth the effort.

Finally, we will be adding a little humour here and there by including anecdotes and stories, both local and off the 'net.

Once again we hope that you enjoy this issue

Gerry and Virginia de Groot.

Editors

Disclaimer: We wish to advise that no Microsoft products were harmed in the preparation of this newsletter.

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# CAPTAIN'S REPORT

**Gerry de Groot**

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Hello Everyone

In case anyone wondered, yes it can sometimes be frustrating when trying to think of what to write in a regular column such as this. However, when you have finally put pen to paper (so to speak) it can be very rewarding to see the results. It is even more rewarding when someone actually reads your column and lets you know that they appreciated your efforts.

This month I've left it to the Secretary to tell you about the proceedings of the last Committee meeting, held on 11 July at George and Kerrie Carnie's home. However, I will indulge myself by talking about something a little more technical. Not that I'm any more qualified than anyone else, but some observations made at the Free Flight and Old Timer competition made me think.

The first observation (not mine) was how well the free flight scramble models conducted themselves in the rather windy conditions during the competition. All the more so as we were flying just downwind of the pine trees south of the main airstrip, causing a lot of turbulence, even quite close to the ground. As the models are generally very light, they respond readily to any disturbances in the air they fly through.

The second observation was how the strong wind affected the larger radio models during the Old Timer competition, especially during take-off and landing.

Both classes of aircraft were designed to be inherently stable – indeed most Old Timer models were originally flown without radio anyway (i.e., in free flight) so they had to be capable of stable flight. The difference is that the scramble models were flying by themselves, with all forces balanced, and therefore responding in a natural way to external influences, such as wind and turbulence. It is worth noting that no free flight model ever stalls or drops a wing on a downwind turn!

The radio models, on the other hand, were being controlled externally and generally not allowed to just go wherever they were inclined to go. (A free flight model doesn't know it is flying in strong wind; but try telling that to a radio model that we are trying to land where we want it, when it really wants to go elsewhere!) The forces acting on these models were mostly unbalanced, leading to unwanted aerial behaviour. Especially during takeoff, in the critical time just before rotation, is when the radio model is at its most vulnerable. (This was demonstrated when one model, after unsuccessful attempts at take-off, was hand-launched with great success. It is worth remembering that hand launching used to be a widely used technique; it gets a model to flying speed very quickly with little risk.)

For those of you who are familiar with the Sig Kadet Senior trainer, the manufacturer's main claim for this model is that if the learner pilot gets into trouble, then he only has to leave the sticks alone and the plane will right itself. In other words, leave it alone and it will go into free flight, due to its in-built stability.

I leave you with my conclusion: that apart from the extra walking, free flight operation in windy conditions is unlikely to cause problems, but the same cannot be said for radio models of the Old Timer variety. May all your flights be stable ones.

I hope to see you all at the flying field

Gerry



# SECRETARY'S REPORT

**Geoff Hays**

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Hi Everyone

Well, I may as well start with my usual comment about the weather; and what can you say about July, except that it is the middle month of winter, and anything can happen and usually does. Things like braving the extreme cold on a frosty morning to join in the July Free-Flight power scramble; every one standing about getting chilled to the bone except for the runners working up a lather retrieving models.

Then, on the other side, of dodging wind and rain squalls between flying sessions (*really does something for the togetherness in the warm clubhouse, though*).

Then on to the calm, wind-free and mild winter sunshine day had on a recent Tuesday (I think) when more people were at the Field than perhaps on a normal Saturday; contrasting Tassie weather, hey. Well, we had better leave the weather to do its thing and get on with the job of reporting from the last Committee meeting.

Annual Trophy Dinner: This will be held on Friday the 12<sup>th</sup> of August at the Olde Tudor Motor Inn in Westbury road Prospect. Starting time 7 for 7:30 pm. Andrew McEntyre has this in hand so if you need more details or will be planning to go then let him know at least 4 or 5 days before the event so that arrangements can happen.

Let us make this a really great occasion and as many as possible plan to be there for an evening of togetherness and fun. If we are lucky enough to get the big function room there could well be the opportunity to have some small indoor flying done, we have done that before in the past.

This will be a great way to round off the previous contest year.

Contest Calendar: This was discussed and there have been some additions and changes made, to take us up to June next year. I would imagine the C.D will have a copy inserted in this issue for all to pin up on your workshop wall or wherever you pin things like that at your place for easy reference.

New Members: We have again had two new members before us, last month we also had two, and they are Tony Gray from down South, Tony has been a member of LMAC a few years ago and has decided to renew again this year as a full member.

The other is Tony Gray (*and no I have not got the stutters*) this is Tony Gray the son of the previous Tony Gray (*complicated isn't it*). We will call them Tony R Senior and Tony W Junior and we welcome them both as they share with us. Tony W lives in Launceston so he does not have so far to travel.

Heavy Model Inspector: For some while now we have had only one H.M.I. in our Club, that being Merv Cameron, and really there is a need for us to have two for various reasons.

Kevin Hay has made an application to the MAAA to become a H.M.I. he has the endorsement of the Committee to apply and we anticipate this will be approved, as Kevin has been active in large heavy models now for quite some time.

It must be understood that a H.M.I represents the MAAA in this matter and not just the local club.

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# CONTEST DIRECTOR'S REPORT

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Hello Everyone

The first competition for the new contest year was held at the field last Saturday 9<sup>th</sup> July. Free flight competitors arrived early as they do to get the best weather conditions possible although the morning was fine but very cold to say the least. Not long after the start at 9.45am a strong breeze rolled in from the south making flying very unpredictable. During the one-hour of competition many models got caught up in wind gusts and thermals making the runners and some pilots extremely exhausted after retrieving their models from up to 400m away. I would encourage anyone looking to lose weight to please put your hand up as a runner for the next Free Flight comp on August 13<sup>th</sup>. Thanks to Geoff Hays for running the Free Flight comp, as he has done for many years, while I helped as timekeeper and moral support for the runners. Please note I will not be a runner next comp!

9 <sup>th</sup> July 2005		FREE FLIGHT	Round 1	
1 <sup>st</sup>	Tony Gray	LMAC	682 points	19 Flights
2 <sup>nd</sup>	John DeGroot	LMAC	610 points	20 Flights
3 <sup>rd</sup>	Cliff Walters	LMAC	287 points	7 Flights
4 <sup>th</sup>	Gerry DeGroot	LMAC	214 points	6 Flights

The Old Timer event started around 11.30am in what I would call cold and windy conditions, which made flying very tricky. Kevin had problems getting off the strip with his Powerhouse so he asked for help to hand launch the model. Only one round flown before the lunch break and the models had to be weighted down in the pits. (A novel idea, Kevin, putting your 12v battery on the wing!) Round three was a un-timed event where the pilot had to judge his five minute flight time and land as close as possible to the spot. Three well-judged flights, with myself 8 seconds out, Kevin 11 seconds and Derril 20,seconds. I am hoping for better weather for the next round on August 13<sup>th</sup> and hopefully more competitors may enter.

9 <sup>th</sup> July 2005		OLD TIMER			Round 1	
		R1	R2	R3	Total	
1 <sup>st</sup>	Kevin Hay	293	330	319	942	
2 <sup>nd</sup>	Derril Kay	309	315	290	914	
3 <sup>rd</sup>	Andrew McEntyre	292	305	303	893	

**This year's Annual Dinner and Presentation of Trophies will be held at the Olde Tudor Motor Inn, Westbury Road, Prospect on 12<sup>th</sup> August at 7.00pm**

The Radio Controlled Car raffle will also be drawn at the Dinner. Kerry and Julie Gray are currently selling tickets; please support the club by buying tickets if you haven't already done so. If anyone has any questions about the Annual Dinner don't hesitate to ask a committee member or me.

Happy Flying All

Andrew .....

# **FREE FLIGHT AND OLD TIMER COMPETITION held on 9 July 2005**

ALL RUGGED UP AND  
TRYING DESPERATELY  
TO START THAT BL\*\*Y  
LITTLE MOTOR

THE WINNING STYLE!  
TONY SHOWED US ALL  
HOW IT WAS MEANT  
TO BE DONE. →

← FF MODEL CAUGHT  
NAPPING IN A PINE  
TREE. EXHAUSTED,  
BUT OTHERWISE



## FREE FLIGHT AND OLD TIMER



← KEVIN HAY'S WINNING POWERHOUSE WAS NO MATCH FOR THE STRONG WIND UNTIL IT WAS HAND-LAUNCHED.



DERRIL KAY'S F-UGLY (MODIFIED RED ZEPHYR) HANDLED THE WIND WELL, HELPED BY PLENTY OF POWER UP FRONT. LOOK AT THAT LARGE RUDDER!



← ANDREW McENTYRE'S RED ZEPHYR UP, UP AND AWAY. ANDREW PLACED THIRD

Secretary's Report.....continued from page 4

Club Rubbish and Canteen garbage: The club has had notification regarding the removal of our rubbish and garbage from the property, some would know that this has been deposited at the rubbish tip area on the property when the bins have needed to be emptied.

This now has to stop and we have been asked to take all our rubbish off site for individual disposal as the tip area has been closed.

So no more putting your rubbish or crashed models in the bins, take it home with you, there is a bin in the clubhouse for food waste and of course the bin for the crushed cordial cans is still available.

Field Road Gate: It goes without saying that if you come up to the gate up to the clubhouse and it is closed, then close it behind you. At this stage we have not had a problem, but the property owners have had a sheep-wandering problem from time to time and they have requested that we take care of this matter.

So make sure that we all do the right thing and respect this directive.

Club Operating Rules: "Oh no, you might say, surely not more rules" Well no, not more rules; just the day-to-day operating rules that we already have. But now the Committee has listed these in a booklet, and one of these can be found in the information folder in the clubhouse and can be referred to whenever the need arises.

The rules are separate from our Constitution, but do have meaning as they are read and applied in conjunction with it.

New Club Brochures: There are some of these in the information folder as well and are the current ones for this year, they are green in colour the same as this year's member cards that you have received.

We will run a different colour for these each year to indicate that all is up to date.

Member Renewals: I am pleased to report that most members have renewed their memberships this year, but there are still just a few that have not followed the instruction on the subscription form that everyone received. If you do not intend to renew then we need to know; we cannot just assume that you are not going to renew.

Well that just about wraps it up for me for this month but before I close with my usual, can I leave you with this thought, -- "*Its better to attempt to do something and fail, than attempt to do nothing and succeed*".

Happy Landings All

Geoff.

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## **IN-FLIGHT ANNOUNCEMENTS**

*All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and general announcements a bit more entertaining. Here is a real example that was reported:*

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, non-stop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!" ----- Silence ----- followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!"

A passenger in Economy yelled, "That's nothing. You should see the back of mine!"



## CURIOSITY CORNER

### WHAT IS A PHILLIPS' ENTRY?

A term that sometimes crops up in writings about aerofoils is "Phillips Entry" and I couldn't help wondering what it meant. Here is what I found:

An English aeronautical experimenter, Horatio Phillips (1845-1926), found that reversing the curvature of the lower surface of an aerofoil near the leading edge significantly improved the performance of the aerofoil. The Phillips entry decreased aerofoil drag and increased the speed. The improvements were especially significant for thin, highly cambered sections as found on very early aircraft. The technique was patented by Phillips in 1891.

In a more modern context, the Clark Y aerofoil is often improved by raising the leading edge, in effect a form of Phillips entry. For aeromodelling applications, this makes construction a little more tedious since the LE must be supported off the building surface during construction. No information was found about the extent of the improvements in this case. Biographical information available at <http://www.ctie.monash.edu.au/hargrave/phillips.html>

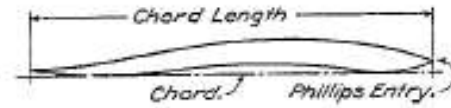
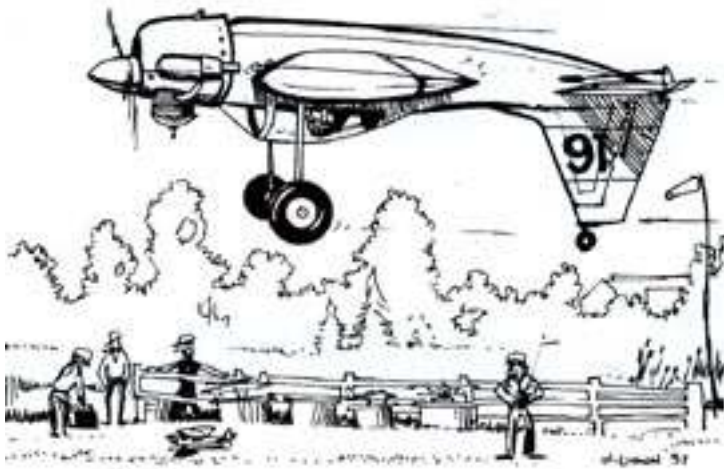


FIG. 9.

-Ed.



...HE SAYS IT TAKES THE SWEAT  
OUT OF FLYING INVERTED...

A certain gold wing flyer that came to grief during an inverted low pass might have benefited from this set-up!

## Coming Events



### LMAC Contest Calendar 2005 - 2006

Incorporating NWA, HMAc & State Events

Date	Event	Club	Location	Time
Sat August 13 <sup>th</sup>	Free Flight & Old Timer Day (2)	LMA C	Symmons Plains	9.30am
Sat August 20 <sup>th</sup>	Pattern Day (1)	LMA C	Symmons Plains	9.30am
Sat Sept 10 <sup>th</sup>	7 Cell Electric (1) Combat Wings (1)	LMA C	Symmons Plains	9.30am
Sat Sept 24 <sup>th</sup>	Scale Day (2)	LMA C	Symmons Plains	9.30am
Sat Oct 8 <sup>th</sup>	7 Cell Electric (2) Combat Wings (2)	LMA C	Symmons Plains	9.30am
Sat Oct 15 <sup>th</sup>	7 Cell Electric (Don Heads)	NWA M	Don Heads	9.30am
Sat Nov 5 <sup>th</sup>	Open Thermal Glider	LMA C	Symmons Plains	9.30am
Sat Nov 5 <sup>th</sup>	Pattern Day	NWA M	Highclere	9.30am
<b>Sat Nov 12<sup>th</sup></b>	<b>State Fly In</b>	<b>NWAM</b>	<b>Highclere</b>	<b>9.30am</b>
Sat Nov 19 <sup>th</sup>	Pattern Day (2)	LMA C	Symmons Plains	9.30am
Sat Dec 17 <sup>th</sup>	President's Day & Christmas Party	LMA C	Symmons Plains	9.30am
Sat January 21 <sup>st</sup> 2006	Pattern Day (3)	LMA C	Symmons Plains	9.30am
<b>Sat &amp; Sun February 18<sup>th</sup> &amp; 19<sup>th</sup></b>	<b>Tasmanian State 7 Cell Electric Glider Championship 2006</b>	<b>LMAc</b>	<b>Symmons Plains</b>	<b>9.00am</b>
<b>Sat/Sun March 18<sup>th</sup> &amp; 19<sup>th</sup></b>	<b>Tasmanian State Pattern Championship 2006</b>	<b>LMAc</b>	<b>Symmons Plains</b>	<b>9.00am</b>
<b>Sat &amp; Sun April 15<sup>th</sup> &amp; 16<sup>th</sup></b>	<b>Tasmanian State Scale Championship 2006</b>	<b>LMAc</b>	<b>Symmons Plains</b>	<b>9.00am</b>
Sat May 20 <sup>th</sup>	7 Cell Electric Glider (4)	LMA C	Symmons Plains	9.30am
Sat June 17 <sup>th</sup>	All Models Day	LMA C	Symmons Plains	9.30am

**Note** LMAc Contests to be on the day specified, if the weather is not suitable then the next day Sunday. If that too is not suitable then it is cancelled and moved to the next event scheduled.

**N.B.** The committee may re-schedule the event for another time to be advised.

**LMAC Club Day is held on the first Saturday of each month**

(HMAc first Sunday of each month)

**"Café Symmons" Operates each Contest Day and Club Day;  
Also Sausage sizzles or Sandwiches on Saturdays, weather permitting\*.**

***LMAC invites flyers from affiliated clubs to come along and participate***

\*Does not apply during winter months: June, July and August

## **ADVERTISEMENTS (Classified or otherwise)**

### **For Sale**

#### **Ready-built Aeroflyte "Hustler" Trainer**

**Comes with two Hitec 322 wing servos**

**\$100.00**

**Call Vince on 03 6394 7728 or 0409 026 639**

### **Wanted to Buy**

**Old (Vintage) R/C Equipment. Especially looking for early Australian "Silvertone" single channel Tx & Rx.  
Note that I am not a collector, but only interested in preserving the stuff that used to be flown.**

**Reasonable prices paid; donations welcome.**

**Call Gerry on 03 6369 5284 or 0417 536 200**

### **Notice to intending advertisers**

**Prop Torque welcomes advertising from traders. Rates for trade advertisements are:**

- **Half Page with or without images - \$10**
- **Full Page with or without images - \$20**

**Advertisements may be printed in colour or B&W, and will be located in the magazine, at the Editors' discretion. Advertisers wishing to negotiate specific formats or location are invited to contact the Editors. Extra charges may apply**

**Club members may place advertisements for free, provided ads are of reasonable size. Larger ads will only be published in the next issue if space is available.**

# "SAFETY NEWS"

THE PICTURE SHOWN BELOW APPEARED IN AN OCCUPATIONAL HEALTH AND SAFETY ITEM, WHICH IS WHY WE'VE INCLUDED IT IN "SAFETY NEWS"

FOR ALL YOU PIPER J-3 CUB ENTHUSIASTS, TRY TO WORK OUT WHAT'S GOING ON HERE! IF YOU THINK YOU KNOW WHAT THIS GUY IS DOING, SUBMIT YOUR ANSWER TO THE EDITORS. NO PRIZES, BUT WE'D LOVE TO KNOW



A COUPLE OF THINGS TO NOTE:

- THE J-3 IS A TANDEM SEAT AIRCRAFT, USUALLY FITTED WITH DUAL CONTROLS, SO THERE IS PROBABLY SOMEONE IN THE BACK SEAT WHO IS FLYING THE AIRCRAFT.
- THE PROPELLER IS STOPPED SO THIS GUY MUST THINK HE CAN FIX WHATEVER HAS CAUSED THE MOTOR TO STOP RUNNING.