



PROP TORQUE

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



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

SEPTEMBER
2003



New Fuel

After many requests I have just received a shipment of pro-glow fuels.

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in 2 litre containers

\$18.95

&

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CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380
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Hi to all,

This month I'll start by letting you all know that due to an increase in his work load Gerry has decided to resign his position as Secretary of LMAC. There's more of this in his last column for LMAC. Gerry has held this position for a couple of terms and done a great job. On behalf of the members and the Committee I'd like to say thankyou for the time and effort put in by him. The person taking over will have some big boots to fill.

Talking of filling the position Geoff Hayes has kindly put his hand up to take this on. I'm sure he will do an equally good job. Good luck Geoff.

The weather has been very changeable but came good just in time for a 7 cell glider comp last Saturday, more in the CD's report.

Have any of you got any models just about ready to fly, if so why don't you let us all know by putting a building article in the newsletter so we can all read about what's going on out there. New models are always good to see at the field. Merv Cameron had his Muduck out the other day for its first flights. As usual he had no problems during the flight. I might say that Merv was not the pilot. He is still suffering from bad health, so Kevin Hay took it off and was after some initial trimming very happy with how the plane flew.

A few of LMAC members travelled to Hobart for their opening day and apart from the weather everyone there, (and there were quite a few) had a great day. Few pilots took to the skies because of the wind but at least it was fine and sunny. HMA have a great site with a new club house and a very well laid out flying field. It's easy to see the amount of work their members have put in, all very neat and tidy and a credit to them all. I took my funfly down and managed to get in one flight before the prop broke. (Can't understand why the ground should rise out of the bowels of the earth and clobber the plane fair on the nose). No more flying for me. Then along comes Andrew with his assortment of Widgets and gadgets box and produces the very prop I need. He wants to see me crash this here funfly I think. I tried a bit of hovering and not too bad at it I may say. That was until Steve Ralph's boy flew. This fellow can fly! I landed and quietly put my plane to rest. End result was a great day and for those who never made the trip bad luck. Thanks to HMA for the invite, I'm glad things went well for them.

That's about it for this month so see you at the field.

Pete

SECRETARY'S REPORT

Gerry de Groot

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degroot@tassie.net.au



Hello All.

This month's report is a rather special one for me - it will be my last report as Secretary/Public Officer of LMAC. The reason for this is that I have resigned from the Secretary position (and from the Committee), effective as of the 30 September. For some time I have felt that I could not give it my best shot, because of work commitments. For this reason, and with great reluctance, I decided to tender my resignation, which has since been accepted by the Committee.

I can honestly say that I am sorry to be going, as I have really enjoyed the work. I have been very happy knowing that I have been able, even if in a modest way, to make a contribution to the running of the Club.

Geoff Hays has kindly offered to step in and take over from me. I trust that you will all get behind Geoff and support him in the same way as you have supported me.

Here are some of the key points discussed at the last Committee meeting, held on 15 September:

- Club web site: LMAC is set to enter cyberspace with a web site that is being prepared by George Carnie. As this is "work in progress", there are few details at this time, but you will be kept up

to date through this column as things develop.

- Barrier to pits area: The Committee has decided that a barrier is necessary to keep casual visitors away from the operating area used by flyers. The barrier will be in the form of a rope on pickets, with appropriate signs erected. Note that visitors as well as members will be required to sign the attendance book in the Clubhouse.
- Subscriptions: Subscriptions for this year have been confirmed by the Committee as follows: Senior/Pensioner - \$165.50; Junior - \$123.00; Associate - \$50.00; Social (non-flying) - \$35.00; New member joining fee - \$5.00. This will be reflected in new membership application forms to be printed. The Club is looking into some sort of assistance to Juniors, but no further details are available at this time.
- Safety: It appears that recently a member inadvertently turned on a radio transmitter in the Clubhouse, wishing to demonstrate it to another member. The possible consequences of this lapse could have been disastrous, depending who might have been flying at the time. No

That's all from me. I hope to be on the flying field more often that I have been lately. Thank you all for your support while I have been Secretary. Thanks also to the Committee for their support and understanding. Keep up the good work.

Gerry de Groot

8. The frequency board is to be used whenever more than 3 (three) pilots are flying.
9. When in use, each pilot will ensure that his/her frequency peg is placed in the correct position on the frequency board. If less than four pilots and the frequency board is not in use, transmitters can only be switched on whilst in the pit area.
10. Frequency pegs must have the channel, frequency and pilots name written on the key. Normally only one key should be used per frequency. Frequency pegs will be of the approved type.
11. When 3 (three) or less pilots are flying, each pilot shall advise the others as to what frequency they intend to use.
12. Each transmitter will have the official frequency designation displayed on the case.
13. A transmitter pound will be used at all competitions and at the discretion of the Safety Officers.

From the Editors

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Hello to all.

I am sure, like me, you are all sick of this weather. Rain, wind and more rain! This would have to be the longest spell in recent years I have had from flying. The wind hasn't been the real problem just the field is so wet I would get bogged trying to negotiate anywhere other than the roadway. As a result there is not much I can talk about that's going on at the field but I am sure others will keep you up to date.

The lack of flying hasn't kept me away from club activities. At the August committee meeting it was suggested that the club should enter today's cyber technology and consider building a website. I had dabbled into this about 12 months ago but didn't progress too far. This time I put my hand up and committed to completing the job. Having purchased more appropriate software and spent quite a few hours designing web pages I now think we have something nearing release. Whilst not all members have their own computer and are hooked up to the web, there are a lot who are.

One of those is Geoff Hays and Geoff

and I do a bit of communicating via email and Geoff appears to have grabbed the technology by the horns and is running with it. Good on you Geoff!

The site will have information on your club including, an events calendar, competition results, links to other r/c sites, contact points for your committee and a photos page. Also included will be a member profile page. So look out, I will have camera and pen in hand ready to snap your best side and write your interests in cyber space. This will be helpful to other members/visitors to recognise who you are and help in creating a friendly and communicative club atmosphere. I look forward to snapping your portrait or alternatively if you have a suitable photo (file or hard copy) send it to me with your personal profile in 25 words or less and we'll show you to the world!

Another link we will have will be the weather. Unfortunately, whilst computers are a great thing, we can only report on what the weather is, we won't be able to control it. The

links will show the readings at Powranna (just south of Symmons Plains) and Launceston Airport. Whilst the Powranna reading will more reflect what is happening at Symmons Plains, the readings are only taken at 9 am and 3 pm and then sent to the Bureau of Meteorology in Hobart.

Launceston Airport updates hourly so for those intending to leave a little earlier than 9am this will give a reasonable expectation of the weather at Symmons Plains. Hopefully it will be a little more accurate than just looking out the window from your home wherever you live. This is not such a big deal for those that don't have to drive too far to get to the field but for others it just might avoid a wasted trip.

If anyone has any suggestions for the web site, now or in the future, drop me a line and we'll add them to the wish list and the most popular will be considered for inclusion. For those budget conscious members (and aren't we all) the cost of the website, including set up costs and annual fees will not add to your membership fees as Kerry and I have decided to sponsor the cost. I'll see if we can offset that through some generous retailers who might like a mention on our web site for a small annual fee.

It is also intended to put the magazine and our competition and safety rules on there as well. The rest of the

committee are doing there bit by bit by proof reading the site and letting me know any bloopers before we go public. I would expect we will let you know the web address next month.

Gerry has mentioned in his report that the Committee has decided to erect a barrier around the pits. Thanks to Farrow Contracting for providing the materials to do this.

Also mentioned at the last Committee meeting was the ongoing concern of safety. To this end it was recommended that Prop Torque be used as a medium to remind us of our obligations to ourselves and others. Each month an extract from the Safety booklet will be published. Hopefully by just highlighting sections of the safety rules at a time those unsure of the rules will take the time to read it.

A little birdie told me that it won't be long before we see one of those upturned lawnmowers (helicopters) at the field. With any luck the pilot might save us some work by flying inverted and keeping the grass trimmed. They tell me he's a pretty good pilot and quite capable of doing this.

Until next month.....

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Contest Directors Report

Andrew McEntyre
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Hello to All

Welcome to another contest director's report, as we would be all aware the weather has not been in our favor for contests or just having a fly in general. The scheduled pattern event round 2 set down for August 30 were cancelled due to inclement weather conditions. Never mind fellows lets press on the good weather I hope is just around the corner, it's early in the contest Calendar year with a lot more contests to follow.

A number of members including myself have made the trip to the field over the past month to enjoy some flying time between the bad weather. Thinking on nicknames we should be known as Mud larks or Mud Ducks as the ground under foot is somewhat boggy to say the least. For most of this winter period the Strip and Pits area had more water on it than sheep I have seen for sometime.

Adrian Benson one of our new members should go into the record books for the shortest training flight ever. I put Adrian's new Kyosho trainer in the air and set the trims and the model was going really well no problems. Adrian had the buddy box system in his hand and I said are you ready to have a fly answer OK, three seconds after passing the model to Adrian things went terribly wrong. Hence the brand new model is no longer intact; this was no fault on anyone's part, as the problem was a receiver failure. There was also one other

minor calamity on the same day I had put a new proposed member in the air on the buddy system. This was Rodney with his new trainer, which Greg Robertson had flown some weeks before and the model flew very well.

Rodney's first flight went really good for the first time and he was very happy with the results. The second flight much the same with no problems and it was time for me to land the plane. One would think this is a piece of cake, lined up the strip, landed the plane and it rolled to a stop, but wait there is more. In true form with the weather of late a gust of wind came down the strip turned the plane upside down breaking the tail plane and some wing damage. To end a day of excitement and the scores for the day - Crashes 2
Andrew nil.

Just a short snippet to what's been happening around my workshop in the world of modelling. Adrian's new VMAR ARF Discovery model has arrived and I have almost completed it so it's ready to go as soon as we can both get to the field. Rodney and father Craig came out to the field last Saturday the 20th September and he also has repaired his model so I'm sure he is also keen to get back flying.

Now to the main contest report form the 7 cell electric glider competition held on Saturday 20th September. On Friday night I didn't think the competition would go ahead as the weather for the past week had been very average to say the least. To my surprise in the morning no wind and sun shining here at home so off to the field in a mad rush with very little prepared.

A number of members and visitors started rolling up around 9am, a test flight was in order before we get under way. Geoff Hays was first to check out his model, I hand launched the model for him and something went horribly wrong with the model doing sharp right hand turns and crashed into a ditch full of water beside the road. Dave Jacobs Stalled his model on landing and broke the wing in the process. It's not a good start for these two members wishing to compete in the competition I hope both models are repairable for next time.

Three competitors contested the 7-cell competition one from the North West Aero Club and as the day panned out it was a good flying day and we held 5 rounds. Later in the day after lunch the wind became a little stronger and the Thermal glider event was cancelled. Now at last the scores on the day.

1st	Greg Robertson	1259
2 nd	Kerry Gray	1198
3 rd	John Holmes	NWAM 929

A very good roll up on the day with a great canteen lunch put on by Debbie Walters and helpers and great to have a good crowd to watch some nice flying by competitors. Next competition will be

the 7-cell and All Model Day on Saturday 18th October don't miss this one if the weather is in our favor it should be a top day.

I feel sure that there will be more information about the new web site that George Carnie has spent many hours compiling. It is still under construction but in the next few weeks we should be able to give up to date contest results and upcoming events so we don't miss them and also up to date weather info.

That's all for this report happy landing and hope to see you all at the field soon.

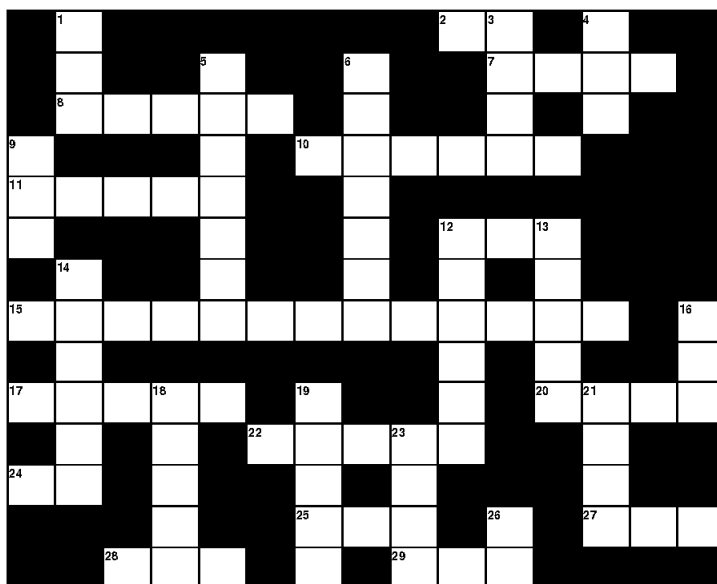
Happy Flying

Andrew C.D.

TRIVIA SPOT:

- The cruise liner Queen Elizabeth moves only six inches for every gallon of diesel fuel it burns.
- The name "Jeep" came from the abbreviation used in the Army for the General Purpose vehicle, "G. P."
- An ostrich's eye is larger than its brain.

CROSSWORD



Across

- 2. Motor manufacturer
- 7. opp. of push
- 8. airman
- 10. B26 manufacturer
- 11. Fast competition
- 12. Old Timer Assoc.
- 15. B29
- 17. Tx control
- 20. aircraft team
- 22. loud sound

- 24. UK airline abbrev.
- 25. US airline
- 27. Fibreglass abbrev.
- 28. UK airforce
- 29. _ Strikemaster

Down

- 1. _ Hat manoeuvre
- 3. manoeuvre
- 4. laminated wood
- 5. German aircraft
- 6. Helicopter (sl)
- 9. Motor manufacturer
- 12. wood type
- 13. _ wire
- 14. Radio manufacturer
- 16. Sideways
- 18. Aerobatic model
- 19. Compass direction
- 21. engine component
- 23. flight surface (abbr)
- 26. motor type

Answers on p15

Tips for Beginners

(or those who don't know everything)

FROM HORN TO HORN

Our radio's servos move the airplanes control surfaces in accordance with our desires. In almost every case, though, there is some linkage between the servo and the control surface; specifically, between the servo's output arm and the surfaces control horn. We usually call this linkage the control rod.

There are several types of rods used for this purpose, each with its own good and not-so-good features. Exactly what type connection you use will depend on what the designer calls for, what you are comfortable installing, or maybe what you happen to have on hand at the time. We'll go through the general types and explain them.

Dowel/Wood Rod: Wooden dowels and balsa square rods are still common on smaller planes and gliders, where there is not much force involved, lightness is critical, and where little sideways forces are expected from aircraft manoeuvring. Wire rods are used at the ends, held in place by thread and glue.

Nyrods: These are sold at hobby shops in several grades of stiffness and work beautifully; they're easy to install, the end fittings just screw in, and they will handle curvatures nicely. If curves are made smoothly, there is very little friction. But nyrods do have disadvantages - they must be supported

every few inches along their length, they expand and contract with temperature changes, and can have a tiny bit of slop as the nyrod squiggles around in its tube. Great for sport planes, not used much for competition or larger planes.

Wire: Unsupported wire is often used for short links, such as the links between aileron horns and their servo. Also used at the ends of other types of rods to provide for connections to servo and control horns.

Supported Wire: A special method, using music wire for its strength, and nyrods as the support and for bearings, is sometimes used where positive control is needed along with the nyrods ability to bend. The wire is encased in an outer nyrod shell, using short lengths of inner nyrod as support and bearing surface. This system will tolerate slight smooth bending, but does not have the expansion problems that a pure nyrod would. It does require the same periodic supports along its length that nyrods do.

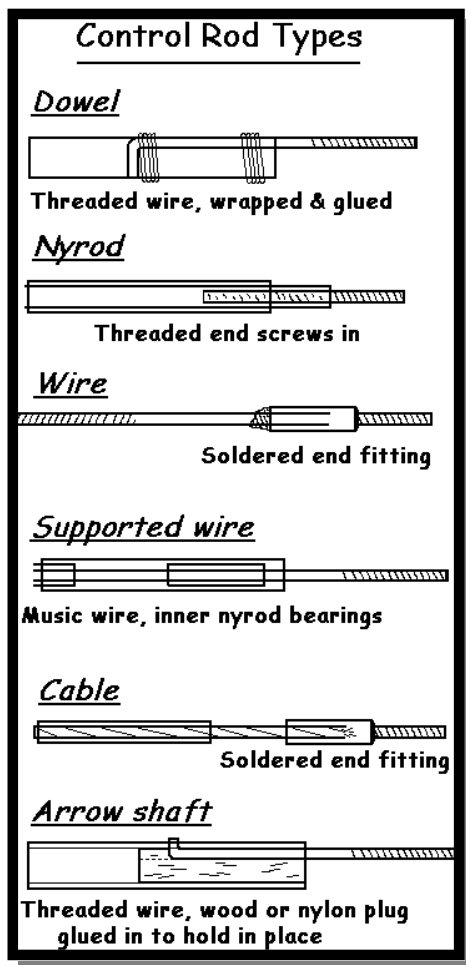
Housed Cable: Cable, running in a plastic housing, is commonly used for throttle control or other uses where loads are light and there will be bends to go around. A throttle cable can go through some amazing contortions and still have little friction. The main disadvantage - cable can stand very little compressive load. If cable is used for nose gear steering, you may have good positive steering when the cable pulls, and

mushy, unreliable turns when the cable is pushing. End fittings for clevises must be soldered on.

Pull-Pull Cable: Under the right circumstances and with the right hardware, pull-pull is a neat way to go. Most commonly used for rudder and sometimes for elevator control, pull cables are light, strong, and positive. Used heavily throughout the years on full size aircraft, from flying fleas to B-17s. For model use, cables require a ball bearing servo, and special fittings for adjustment. They also must run reasonably straight.

Arrowshafts: The modern version of wood dowels, these are used where strength and precision are paramount, and can be either aluminium or carbon fibre tubing. They require a straight, unobstructed run, and special end fittings must be made or bought to attach wire for clevis attachment. Arrowshaft control rods are often used for pattern and larger planes; they are strong, light, do not expand and contract much if at all, and are very precise in operation.

The accompanying figure illustrates an example of each of the rod types, along with typical attachment methods for wire ends. The actual attachment to servo arms and control horns also has many variations, which will be dealt with in another article.



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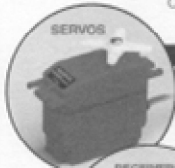
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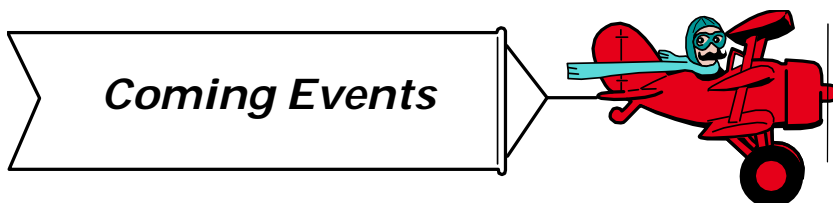
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Crossword Answers

29. BAC	13. Music
15. Superfortress	28. RAF
12. SAM	27. GRP
11. Pylon	25. TWA
10. Boeing	24. BA
8. Pilot	22. Noise
7. Pull	20. Crew
2. YS or OS	17. Rates
DOWN	1. Top
	3. Spin
	16. Yaw
	18. Extra
	19. North
	6. Chopper
	21. Ring
	23. Stab
	26. IC
	14. Futaba



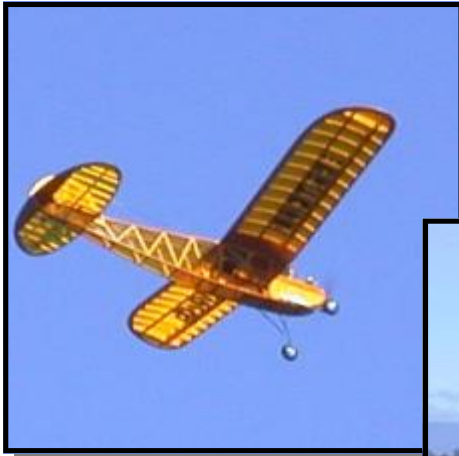
DATE	EVENT	DETAILS	TIME
<i>Oct 4</i>	<i>LMAC Club Day</i>	<i>Lunch</i>	<i>~12 noon</i>
Oct 18	7 Cell Electric/All Models Fly In	Round 3/1	9:00 am
Oct 26	Glider Day	Frogmore	9:30 am
<i>Nov 1</i>	<i>LMAC Club Day</i>	<i>Lunch</i>	<i>~12 noon</i>

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

Due to Candid Camera's absence from the field, recent snaps are in short supply, so if anyone has any pictures of interest, send them to me for inclusion please.



Another of Kevin Hays models. His Old Timer took out 3rd place at the August event.

Looks like Geoff Hays is taking up a bit of gardening, or has it something to do with recovery of his glider that has been involved in a few mishaps??

