



PROP TORQUE

Official Newsletter of Launceston Model Aero Club Inc. PO Box 1204 Launceston TAS 7250

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May 2010

From the President

Hello Everyone

This is my last President's column as my term ends at the forthcoming AGM. So it's also a good time to remind you, the members, about the AGM (see elsewhere in the newsletter for details of venue and time). I encourage you all to attend. The AGM is basically where we, the Committee, report to you, the members, on what we got up to on your behalf during the year. It's also where you get an opportunity to elect the committee that will represent your interests for the coming year. On that subject, if you think we haven't lived up to your expectations, then be prepared to "put your money where your mouth is" and stand for a committee position. If you have lots of good ideas on how to do it better, then maybe you ought to be prepared to test those ideas in the committee environment.

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If I sound a little miffed, it is because you, the members, have been less than enthusiastic about a number of things. The first example is where we had a request from a member to extend the mowing roster to include the general membership instead of just committee members. We asked for expressions of interest. Guess what - not a single reply. Not even a "no, we are not interested"; just dead silence.

In the second example, the committee asked who might be interested in indoor R/C aerobatics. Guess what - again not a single reply.

The third example is where we asked for items that members wanted represented at the TMAA AGM. Guess what - again not a single reply.

On a happier note, the recent Scale Fly-In was held in absolutely perfect weather! Moreover, we had a huge contingent from NWA (they far outnumbered LMAC participants) with some twenty-three (?) different scale models present. All in all, it was a fantastic day and was hugely enjoyed by everyone that came. It was also pleasing that we made a tidy profit from the canteen; my thanks to all who organised and helped there.

Elsewhere you will read that the usual Free Flight scramble event will not be held on the Old Timer day this year. It will instead be replaced by an R/C Tomboy event.

See you at the AGM.

.....Gerry

From the Secretary's Desk

Hi All,

What shall I start with this month the weather or the months rolling away? Perhaps both, - as I write this, the weather is cold and brilliantly sunny, which means that winter is upon us and the months are rolling away as well.

Two things I must mention this month are our Annual General meeting and the annual subscription. The AGM is to be held next month at the Kings meadows Health Centre on Thursday June 10th in the main building, starting at **7.30 PM**. This is an important meeting to which all members are urged to be present if at all possible, so that you can find out what is happening with your club and to have your input as to what lies ahead for the next 12 months and in what direction

The second thing that I must mention is that the current term of your subscription expires on the 30th June and will need renewing before 1st July so that members can continue to fly. Remember that if you have not paid by the 1st of July then you are **NOT PERMITTED** to fly until you have renewed your membership.

Following our AGM at which the fees will be set I shall post out to your subscription forms to fill in and return with your fee, -this does make life much easier for the secretary when getting everyone re-registered at national and state levels. Please fill in the forms as requested and do not assume that we will know your details, most probably I will but things do change and I do not know unless I am told. At the last meeting of your committee one of the things that was discussed was the matter of the free flight power scrambles that are usually held in July and August.

It was decided that with the rise of the radio controlled Tomboy competitions, we would not have the free flight power scrambles this year, because we are being surrounded by leased cropping paddocks in which we will not be able to retrieve free flight models without causing damage to the crops. We may be able to find a site that would be much more acceptable for Free flight for these two events, but more will be announced later.

Birthdays for this month are:- Craig Homan, Dave Jacobs, Terry Pearson, and Kevin Swiggs. We wish them all the very best for their special day and the year ahead. Well that about wraps it up for me for this month but as usual I leave you with this to ponder upon: -

A man arrived at his work place with both ears bandaged, what happened asked his boss. I was ironing my shirt when the phone rang, and I accidentally answered the iron. Well that explains one ear, but what about the other one? Well I had to phone the doctor he explained.

So as always
Happy landings all.

Geoff.

Contest Director's Report

Saturday 15th May saw some of the best weather conditions for model flying that we have had for quite some time. A cool start to the day that warmed as the morning progressed with clear blue sky and little to no breeze.

We had a good roll up to take advantage of the conditions, the North Westerners all arrived with a splendid array of scale models: seven flyers with eleven aircraft in all. Derill had a very nice Pilatus Porter with functioning cargo doors on each side. Roger brought along a lovely Sparrowhawk ,

John Bowden was flying P40 Warhawk complete with the mandatory shark teeth paint scheme. Phil was flying his nice P51 Mustang along with a wayward (at least on takeoff run) Piper Cub.

John Madden also had a Piper Cub. Another model was a nice Tiger Moth, but the pilot's name escapes me.

From our club we had quite a few turn up with general flying models but not so many scale aircraft. Fred had his Decatalon , Terry was flying his Extra & little biplane. George had Terry put up his electric powered Stearman for its maiden flight , while I had my Flybaby & Stampe. There was no competition as such so all enjoyed the relaxed flying with as many as 6 aircraft circling the patch on many occasions.

Chris Klimeck

Contest Director.

From the Editor's Desk

Failure to listen!

After a somewhat gusty flight at the beginning of this month, I placed my Telemaster on the tail restraint on one of the tables prior to re-fuelling. Three other members were present and just before we started to admire a new plane of David Jacobs, Geoff said to me: "You'd better take your wings off!" ..., the import of which I didn't grasp because I was preparing the fuel pump and was interested to see Dave's new model. Five minutes later the Telemaster was blown sideways off the table by another gust, leaving the tail gripped nicely in the tail restraint! Needless to say I then grasped what Geoff had meant, and had obviously to abandon the thought of another flight for the day. I must be a very slow learner, having had wings blown around and damaged in the past in the same area. Perhaps a form of sand bag restraint would be helpful as well as the usual methods, and of course concentration on advice at all times with removal of wings in windy weather.

Radio black out point?

In the past an area of sky just South of the pine trees immediately opposite the club house seemed to be where the radio signal disappeared catastrophically from time to time.

Although I haven't noticed this for a while and have been told that it is turbulence in that area, combined with a peculiar magnetic attraction for aircraft, there seems to be another black spot beyond the pine trees along the entrance driveway, North of the strip. Two aircraft were lost sadly in that area on the 22nd of May, with complete loss of signal apparently. One theory is that the power lines running along the road may be having an effect on control when flying low down in the area. It would be interesting and helpful if our radio experts could comment on this and perhaps let us know if there are ways of testing for poor signal areas without risk to aircraft.

Propeller Balancing Acts.

It has been interesting over the years to see several methods of balancing propellers and at least 3 methods for correcting propeller imbalance. All this was prompted by a very powerful vibration occurring in a new foam Multiplex model, the Parkmaster 3D, at high throttle. The motor is a cheap brush less outrunner. I had spent sometime balancing the prop, so assumed that it was probably the motor that was vibrating. Repeated tests up to $\frac{3}{4}$ throttle did not cause the vibration so I decided to do the maiden flight. After 4 short flights during which trimming was done, I decided to stop for setting up the throws and trims, and increasing the exponential on all channels except throttle.

Because of the vibration I looked carefully at the engine mount, which is adjustable for thrust line. There was a crack opening between the plastic plate and the nose foam. This was repaired and all the trim adjustments made. A small lead plate was added because the CG was on the backward limit recommended.

Immediately after take off the vibration was worse and attitude became very difficult to control. Throttling back helped a little. Unfortunately I didn't shut off power immediately but tried to turn gently into a safe area to land and into the wind. A sudden quite spectacular flick roll ended in a nose dive and precipitous landing which broke off the nose and snapped the motor shaft at the front motor bearing! I am now waiting for a new motor and spare shaft! I thought that I would discuss engine vibration in the next issue and methods of correcting prop imbalance today.

On looking up the methods for equalising the mass of the 2 blades, at least 3 methods were described: remove material from the thickest part of the blade, clip or cut off and sand the end of the heavy blade and remove material from the back of the blade. One of the methods suggested sand paper, while the others didn't specify a tool. I therefore did a quick survey of some of the members of the club and came up with some very helpful advice on methods of balancing, correcting imbalance and on the sources of engine vibration.

Balancing methods.

There are several prop balancers in use, but the best appear to be those which have 2 rolling knife edged wheels to support each end of the propeller shaft. Dubros balancers are of this type. The balancer should be level, as should razor blades used by some to support a close fitting dowel inserted through the prop central hole. Another balancer (Great Planes) consists of two cones on a pointed threaded spindle which is placed on two metal strips on a levelled stand. The prop is reversed on the spindle and rebalanced, followed by turning the prop upside down and rebalancing. This should eliminate the off round prop holes which may need drilling out in a drill stand.

Correction of imbalance.

The overwhelming opinion is to use first coarse then fine sand paper on the back face of the heavy blade in props for i.c. motors. (*Except* for wooden blades unless they are re-varnished after sanding, or they will absorb water.) In some cases use a small dab of paint on the light blade. Clear varnish on the lighter blade, especially with wooden and electric props is used quite frequently. The surface of the prop needing varnish may need light rubbing with fine glass paper to give a key for the varnish or paint. Other members use a small amount of good quality tape, (not insulating tape), self adhesive decal or Solar Trim on the back of the lighter blade. Do *not* take material from the tip because this will cause dynamic imbalance. Occasionally the prop hub faces are not parallel and will need trimming. The sharp edges of the blades should be lightly sanded before balancing is done in order to reduce injuries.

George pointed out a real problem with the plastic ring adapters supplied with some props. He has found a source for precision aluminium ring adapters which come in various sizes, some threaded on the inside. A sample from the prop

adapter page can be seen at <http://www.aircraft-world.com/shopexd.asp?id=2843>, or www.hyperion.com.au. There are other sizes as well.

Obviously very careful examination of the propeller should be routine in order to eliminate any dings or cracks.

Next month I shall look at other sources of vibration in the motor and mounts and methods of their correction and possible detection. Thanks to all who responded so rapidly to the request for advice.

...*Richard*..

Some Photos from the Tomboy event...



Fred Willis and grandchildren at the April Fun Fly with Tomboys.



Launch of the Tomboys: April Fun Fly 2010.



WHAT'S YOUR RC I.Q. AND HONESTY RATING?

By Arthur J. Sabin

Note: After months of intensive research involving the gathering and use of extensive raw data, followed by computerization, then analysis by trained statisticians working in conjunction with psychologists and behavioral scientists, your author is able to announce this RC first . . . a truly accurate, scientific measuring tool for determining the I.Q. (intelligence quotient) and honesty rating of RC modelers. Now by taking this carefully constructed test, you can measure your RC knowledge, basic intelligence and honesty against a wide, national sample!

Directions For Testing: Use ballpoint pen (to prevent re-thinking and changing your mind) and place an "x" in the box that, for each question asked, **immediately** appears to **you** as the answer that is correct **for you**. Our staff recommends that you take this test only when well rested and in a quiet place. **DO NOT** peek at the ranking of results until you are through and have added up your score! Only **one** choice per situation-question. Be entirely honest or you won't really get a reading of your RC I.Q./Honesty rating.

The Test

A. Having commenced an R/C project, how often have you left your local hobby shop forgetting to purchase one or more important items (even if you had a list)?

1. Never
2. Every fifth project
3. Every other project
4. Almost always
5. Always

B. When building, have you ever had to tear out more than **two** different spars, bulkheads, planked areas, or ribs of any one kit because you "goofed"?

1. Never
2. Every fifth project
3. Every other project
4. Almost always
5. Always

C. When working on your last R/C model, how often did you discover that you had left the glue bottle open or uncapped?

1. Never
2. Once a week
3. Every other day
4. Almost every night
5. Every time

D. When installing R/C gear, how often have you had to

remove the engine because you forgot to fit the muffler properly, seal the compartment, or allow for pushrod or tank installation?

1. Never
2. Every fifth project
3. Every other project
4. Almost always
5. Always

E. When covering your R/C model, how often have you had to buy more covering material because you figured wrong?

1. Never
2. Every fifth project
3. Every other project
4. Almost always
5. Always

F. In the last spring-summer flying season, how often did you discover, after reaching the flying field, that you had left at least one needed item at home (e.g., battery, starter, transmitter, fuel, hat with club emblem on it, etc.)?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

G. In the last flying season, how often have you gotten ready to pack your gear and discovered you forgot to charge the batteries.

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

H. In the past two years of R/C modelling, how often have you slammed the trunk or car door and smashed or dented some part of your model (includes stepping on model, kicking the model by accident)?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

I. Upon arrival at the flying field, how many times have you forgotten to range check your radio gear?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

J. During the months of April through September, 1978, how many times have you forgotten to clear the frequency before turning on your radio?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

K. Refer to J, above; if your action caused another plane to crash or almost crash before you were discovered, how many times did you deny it or hide the fact?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

L. During the last flying season, how many times did you fly with a low cloud ceiling so that you endangered your model and others by losing sight and control?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

M. During the last flying season, how many times did you take off when someone else was in the process of landing?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

N. During your last flying season, how many times did you break in a new engine or otherwise keep it running wide open in the pit area to the discomfort or consternation of your fellow pilots?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

O. During your last flying season, how often did you find

yourself in need of something from a fellow R/C pilot (fuel, sparkplug, tool) and failed to replace or pay for same?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

P. How often during your last flying season were you unable to start your engine and then had it pointed out that you forgot to connect the starter battery?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

Q. During your last flying season, how often did you take off or land in the wrong direction?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

R. During the last flying season, how often did you fly over the pit area in a low pass or over spectators, to "show your stuff"?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

S. During this last flying season, how often did you crash your plane and announced that you got "hit" when deep down you knew it was pilot error?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

T. How often in the last two years have you offered to help fly a novice's plane and smashed it up?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

U. How often in the last year have you flown a plane that was really beyond your skill to fly with less than safe results?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

V. How often in your flying career have you ever flown a plane into a tree?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

W. How often in the last flying season have you forgotten to time a flight and wondered when you would run out of fuel?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

X. How often in the last flying season have you failed to inspect your plane after a flight and before the next?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

Y. Over the past two years, how often have you left your plane full of fuel residue on the theory that the "grease makes it fly better"?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

Z. In this last flying season, how often have you grabbed the frequency use out of turn, or played dumb about whose turn it was, or held out the pin so no one else could get it?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

AA. In this last flying season, how often have you sworn that you would give up this "stupid hobby" when you stupidly crashed a plane?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

BB. Since you have been an R/C modeller, how often have you returned a radio or an engine to the manufacturer stating it was at fault and ruined your plane when you know it was really pilot error?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

CC. Since you have been an R/C modeller, how often have you failed to read the instructions that came with the radio gear, engine, propeller, or the like, since you know all about these things?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

DD. Since your involvement with R/C modelling, how often have you had lecherous desires with respect to one of the cover models on an addition of RCM?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

EE. Since you have been an R/C modeller, how often have you gone to your local dealer for information and help, but purchased everything from a mail order house?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

FF. Since becoming an R/C modeller, how often have you failed to read R/C Modeler magazine?

1. Never
2. Once
3. Twice
4. More times than I can remember
5. Always

Turn to Page 8 for
your score!

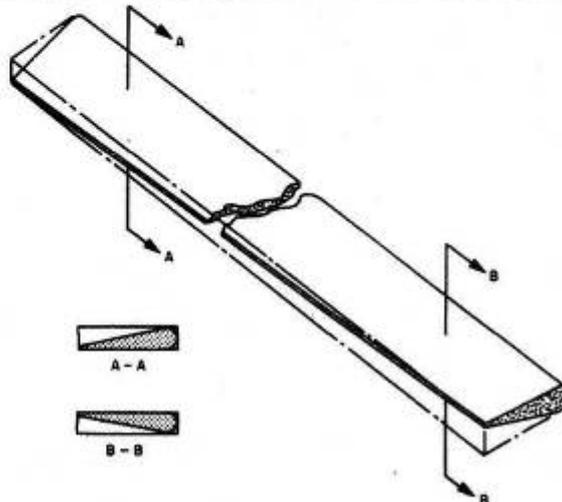
WHY DIDN'T I THINK OF THAT?

By Dave Kovensky

Many designs call out a requirement for "wash out" (i.e., lower angle of attack at the wing tips) to keep the tips of the wing from stalling out first during a reduction in airspeed or increase in angle of attack.

This feature is very significant during the landing phase, since slowing down the model will tend to encourage a tip stall and resultant re-kitting operation, or at least considerable damage.

Instead of building in the "twist" for wash out in the wing, the following suggestion will accomplish about the same result. The idea is to build in the "twist" in your strip ailerons instead. If you are building a kit, discard the pre-shaped tapered aileron stock, and substitute rectangular material planed or sanded down as shown in the sketch. Use rectangular stock measuring the same as the tapered material, or slightly oversize if you want more roll sensitivity.



R/C I.Q. & HONESTY RATING

From page 7

R/C IQ Test and cartoon supplied by
Merv Cameron

Scoring Yourself On Your R/C I.Q. & Honesty Test

Add up your score for all questions and
then . . .

32-40: Brilliant & Very Honest — A
Winner!

41-64: Bright & Honest +

65-85: Average & Honest

86-125: Below Average & Less Than
Honest

126 +: Please Leave R/C Modelling!



EVENTS CALENDAR

Date	Events
June 5th	Club Day
June 10th	AGM – KM Health Centre @ 7:30pm
19th	Old Timer / Tomboy event

Note: Starting times: - Old Timer/Tomboy ----- 10:00am

This Calendar is subject to change that will be notified as required

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