



PROP TORQUE

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

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From the Secretary's Desk

Hi All,
Well here it is the end of another financial and Club year, where has this last year gone? As I have often said, as you get older the years seem to go quicker. It does for me anyway and maybe many of you can attest to that as well.

Well we have had our Annual General Meeting and it was fairly well attended, up a bit on last year, but where were the rest of our members? Anyhow it was a good meeting and it was reported that the club is holding membership and financially quite well.

The executive for this year stays the same with Kevin Hay as President, Merv Cameron as Vice President, Geoff Hays Secretary Public Officer, George Carnie as Treasurer. The Committee consists of Terry Pearson and Fred Willis, with the addition of Owen Cameron who was elected at the AGM, to make up the full number of 7 members.

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By now you all will have received your subscription forms and would be pleased to notice that there has not been an increase in the subscription for this next year. I must urge the members to deal with the matter of your subscription promptly, reminding you that after the 1st of July you must not fly if you have not paid your fees.

Not only that, it does make the matter of doing all the paper work in registering you for the next 12 months with the MAAA / TMAA so much easier if it can be done all at once if possible.

I would also remind you of the need to tick the bottom box on the remittance advice if you do not wish to renew this year and send back to me your club property key if you have one please.

In keeping with the club constitution, at the first meeting of the new committee it is necessary to elect the 3 outstanding vacant positions, they being **Contest Director** who is for this next year George Carnie as the primary with myself as his assistant with others as required on the day. The position of **Safety officer** stays the same as last year being the whole of the elected committee. This position of course is not only for contest days but at any time flying is done. If any model or flying is deemed unsafe, that pilot must not fly depending on the situation, judged at the time by the safety officers.

Now we need a new **Newsletter editor**, as Richard Cooper who has done this task now for the last 3 years is not available this year. We do thank Richard for his efforts over this time, - it has been greatly appreciated.

So if any one of our members would like to indicate their willingness to have a go I can tell you that you do not have to do it all, as this task is broken up into 3 parts, so we would like to hear from you and explain what is required.

You will find attached to this newsletter on a separate sheet for your convenience our new event calendar for the next 12 months beginning with club day on July 2nd. We encourage the membership to take advantage of our getting

together on these occasions, for the fun and fellowship that can be had in doing what we all like doing, flying model aircraft.

Birthdays since last N/L are Nil for April, Dave Jacobs, Jackson Oliver, Terry Pearson and Kevin Swiggs for May with Peter Ferguson for June. We hope you all had a great day on your special day with a great new year ahead.

In closing I leave this with you: -

----- **Always remember "Failures" are only problems waiting to be solved** -----

Happy landings All

Geoff.

From the Editor's Desk

Post of Editor of Prop Torque

As you have seen above in Geoff's report, I am stepping down as editor of Prop Torque after 3 years. It has been a very interesting and instructive time, in which touch typing speed and perhaps accuracy have improved slightly. Without the help of George Carnie all the time, with his endless patience in teaching me how to correct errors and to format with my ancient version of Word, none of the editions would have come out at all! He has very patiently done a great deal behind the scenes, thank you George! (*My pleasure Richard! G.*)

My thanks to all the contributors and those who have written in with all sorts of information. Particular thanks are due to Geoff, Chris and Gerry for their monthly reports. I am sure that the next editor will enjoy the challenge.

Soldering

Peter Pine sent a very interesting piece of information in his monthly newsletter from his web site, <http://www.flyelectric.com> concerning the problems one can have soldering batteries, electronic speed controllers (ESC), electric motors and bullet or other types of connectors. With his permission I add part of the article below, followed by an email he received by from David Hipperson who writes a column for Radio Control Modelling News magazine, on the same subject. For those

who do not like to do their own battery and other heavy duty soldering, George Carnie, Greg Robertson, Jacques Wakae and Ian Campbell to name but a few in our Club are well versed in this area and are always very willing to give expert advice and help.

From Peter Pine's News Email:

The most common problem with ESCs was poor soldering. You must have a hot iron! You must work quickly to avoid overheating! You must make good joints! You must tin your parts before assembly. If you can't achieve a good coating of solder in the tinning process, you will not make a good joint!

Some soldering is attempted with an iron that is too small and not powerful enough (I use a 70W lead lighting iron). With a small iron you have to hold it on for a long time to heat the joint and melt the solder, and you still do not achieve a good joint. You run the risk of melting plastic components, misaligning the pins in your connectors and causing bad contacts.

This factor is so bad, I will offer a soldering service - if you purchase an ESC and want it fitted with connectors, I will do the job for you for \$12 plus the cost of the connectors.

Problems with motors

The most common problem with motors was again, soldering! The cable fitted to motors is **very hard** to solder. It needs to be cleaned thoroughly. In some cases the strands of wire are coated with lacquer. You need to patiently sand away this coating before you can obtain a good joint. I had to sand with aluminium oxide paper for some time with one motor, and still had to use Bakers Soldering Flux to achieve a good joint. Most motors come with well soldered bullets already fitted to the motor, but if you have trouble running the motor, suspect these joints!

Email from David Hipperson to Peter Pine in response to the above Peter Pine Newsletter:

Just got your newsletter and thought I'd add my bit. As per an article I recently wrote in Flying Electrics RCMNews Issue 106 a great many people are failing to grasp that they are not using RoHS solder but their existing stock of lead solder. Solder (RoHS solder) is now set as 99.3% Tin and 0.7% Copper.

The two types of solder are incompatible and will not produce a correct solder regardless of heat. A "wet" solder can appear to have taken but in fact it may temporarily work but equally well can fail at any time. All soldering out of China is now the RoHS variety in order to meet European directives which banned the use of lead based solder. This was not made widely known even within the trade. The only solution if customers are insisting to use soft solder is that they must cut off any pre-tinned ends and re-do them. Better yet, go out to any electronics store, even Dick Smiths, who do sell RoHS solder.

Because China don't, apparently, have an absolute fixed standard for RoHS I believe the actual constituent mix can vary between manufacturers. Those very hard pre-tinned ends may be from their own mix. Regardless, as you noted you do need a hotter iron because RoHS can require as much as 20% hotter. This can be a serious problem with short heavy leads required to handle up to 100 amp + as a shortage of iron power just causes heat soak to load up the ESC, motor or battery."

(RoHS stands for: "**Restriction of Certain Hazardous Components**". Such as Cadmium, Lead, Mercury, and hexavalent Chromium. There are also some toxic organic compounds included in these regulations as well. *Editor.*)

Thanks again to Peter Pine, whose online website, <http://www.flyelectric.com>, with its advice column, calendar of Electric Flight Events in Australia and online shop is excellent value, for allowing publication of the above.

Wheels for Tomboys

Merv Cameron gave me a couple of moulded wheels for the Tomboy I am building. He has a vacuum moulding machine which is fascinating to see.

The two halves are glued together with Perspex glue made by dissolving Perspex chips in thinners. Only a very small amount of glue is used, otherwise you will melt the Perspex wheels.

Below I have added a picture of two halves of one wheel still attached to the sheet that is placed in the vacuum moulding machine. As you may be aware, he also makes canopies for his models with this technique.



Merv Cameron's wheel moulds, see text above. No doubt you have seen these wheels on his aircraft at the field.

...**Richard.**

"Blast from the Past" by George Carnie



This is a picture of me at Oatlands circa 1982 (30yo). I was a "Country" member of HMAC in those days. I also flew there with current LMAC member Ross Blackwell. The late Athol Dove was my mentor. My first model was an Aeroflyte Hustler (RET) powered by an OS35. I then "upgraded" to the aileron wing and an OS40FSR. This wing has been since recycled and is on one of Bill Hellinga's models he flies today! The model in the picture was my second model, a Kaos 40 which I scratch built from a 5"x5" Joe Bridie plan printed in Model Aeroplane News - no photocopiers in those days to "blow up" the model to size so it was callipers and a calculator to build the model. It was powered by the OS40FSR and was spray painted and pinstriped. It was a delight to fly. It was also a bit easier to fly standing up rather than from a wheelchair!

They Came from the Country.

By Owen Cameron.

They came down from the country,
The Cornfields Flying Club,
To fly a combat mission,
Before they hit the pub.

Their models were a greasy mess,
Their motors old and worn,
Their lines were in a tangle,
And their fuel was brewed from corn,

They topped it up with nitro,
To make their engines roar.
And when they launched their models,
They couldn't ask for more.

They hadn't had much practice,
But they knew they'd make some cuts,
For what they lacked in expertise,
They made up for it with guts,

They practiced flying combat,
While chest high in the scrub,
They were demons were the members
Of the Cornfields Flying Club.

The opposition flyers
Were a team both tried and true,
The Metro Model Combateers,
Could make a cut on cue,

They won their share of trophies,
And were very hard to beat,
And in the last six months I'm told,
They hadn't lost a heat.

Their models were all shiny,
And their motors all brand new,
Their fuel was freshly mixed,
And their lines were perfect too.

This was to be a grudge match,
To settle an old score,
And they wouldn't let the country boys
Beat them now for sure,

They all agreed that on this day,
The rule book would be lost,
No holds barred was all the talk,
No matter what the cost.

Someone found a C.D.
Who couldn't see too well,
And took away his glasses,
You should have heard him yell.

The pilots were both ready,
And the pit crews set to go,
They glared across the circle,
At their long awaited foe.

The C.D. blew his whistle,
And the pit crews sprang to life,
The motors started instantly,
Two models were in flight.

With streamers trailing at the rear,
They screamed around the sky,
Neither one could gain an inch,
It might just be a tie.

They looped and dived and 'bunted'
And with 50 seconds gone,
A pit crew copped a whiplash,
Just from merely looking on.

Then someone stamped upon a toe,
The yell was plain to hear,
And knees and boots came into play,
And elbows in the ear.

The pit crews couldn't stand the strain,
And ducking their heads low
They dashed into the circle,
To trade a blow for blow.

Their models were forgotten,
And they crashed upon the ground,
And soon the scrap was finished,
With bodies all around.

The C.D. quickly called a draw,
And shot through with a frown,
And then the modellers came to life,
And grins were all around.



Photo supplied by Owen Cameron: will suit present flying/floating conditions at the strip!



Recent photo of the LMAC strip at Symmons Plains after the rain, photo by George Carnie.

LMAC Inc event Dates 2011-12

The first Saturday in each Month is designated Club day [General flying](#).

The 3rd Saturday in each month is designated as an event day as before.

Canteen will operate on both club days and event days

PLEASE NOTE: If the weather is unsuitable on the scheduled event day then that event shall be moved to the -----next Saturday

<u>July 16th</u>	Thermal Glider 10 am ----- L.E.G. Glider ----- 1 pm
<u>August 6th</u>	Club Day
<u>August 20th</u>	T.B.A.
<u>September 3rd</u>	Club Day
<u>September 17th</u>	Thermal Glider 10 am ----- L.E.G. Glider ----- 1 pm
<u>October 1st</u>	Club Day
<u>October 15th</u>	Pattern event 10am
<u>November 5th</u>	Club day
<u>November 18th</u>	Annual Dinner to be advised
<u>November 19th</u>	Tom Boys 10 am ----- Control line event 1pm
<u>December 3rd</u>	Club Day
<u>December 17th</u>	Fun Fly Family day BBQ----- 10.am onwards
2012:	
<u>January 7th</u>	Club Day
<u>January 21st</u>	Scale Day -----10am till 2.30 pm
<u>February 4th</u>	Club Day
<u>February 18th</u>	Thermal Glider 10am ----- L.E.G Glider ----- 1.pm
<u>March 3rd</u>	Club Day
<u>March 17th</u>	Tomboy's----- 10 am ----- Old-timer -----1pm
<u>April 7th</u>	Club Day
<u>April 21st</u>	Scale Day -----10 am till 2.30 pm
<u>May 5th</u>	Club Day
<u>May 19th</u>	T.B.A
<u>June 2nd</u>	Club Day
<u>June 7th</u>	Annual General Meeting
<u>June 16th</u>	T.B.A

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