



PROP TORQUE

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

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From the President

Hello Everyone.

Spring has arrived with a vengeance - typically a mixture of sunny weather, rain (quite a bit, but always welcome) and of course, wind (a lot of it, and some not so welcome). Here in Golden Valley we were lucky this time, with only a few small trees uprooted; however a neighbour was not so lucky with a caravan being overturned by the wind. It made the front page of the local rag. Overall probably a good bit of weather if you are inclined (pun) to slope soaring!

The flying field was closed for a time, then opened to limited access (noted on LMAC's web site) and lately it got dry enough to mow. It's worth noting that the mower has recently undergone a complete rebuild, starting with a new engine. We are indebted to George Carnie, who masterminded the engine upgrade and other work. We now have a completely refurbished mower with real grunt that will meet our needs for some time to come.

During the aforementioned recent storms we lost our electricity supply on two separate occasions; the first time for 24 hours, the second lasted four hours. It occurred to me that those people (and this includes me) who still use a "wall wart" (plug-in) charger to top up transmitter and receiver batteries overnight will not know whether the charger has actually been on all night, or not. If the electricity supply was lost for an appreciable time, you will not know that the batteries have been undercharged. Of course, if you have a mains-powered digital alarm clock, you will have been alerted, because (a) you will have overslept and (b) the display will be flashing. I suppose it's unlikely that you will be going flying the morning after a severe storm, but then the electricity can go off for a number of other reasons that are not storm-related. Perhaps food for thought.

A while ago I made a pact with myself not to build any more large models. The reasons were related to model storage and transport. However, I do enjoy building and so I've started a Precedent T240 (the same model as Kevin's lolly-bomber). Although a larger model, it does have a two-piece wing, so it should be easier to transport than some of my smaller models with one-piece wings. The only issue so far is that lately other commitments, especially work pressures, have conspired to keep me out of the workshop, so progress has been slow.

Until I see you next, please take care.

.....Gerry

From the Secretary's Desk

Hi All,

Well here we are again and I just cannot break with my usual heading of the weather, BUT IT IS SPRING and at last we are getting to be free of all the water that has prevented us from doing our thing at the field.

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Things have now improved and we can now get back to flying again, I am sure it has been somewhat frustrating for all of us, but well we just cannot do anything about the weather.

It is strange though that in the 23 years that we have had the privilege to fly from Symmons plains that having to close our field because of flooding has happened only in these last 2 years. Will it happen again next year? Well only time will tell.

I do not have anything to report on from the committee meeting, as we did not have a meeting in September, our next meeting will be on the 11th of October.

But time does continue to roll along and 5 of our members have reached another milestone in the journey of life, birthdays to celebrate this month are, Ian Campbell, Steve Cashion, Royce Close, Graeme Jones, and Malcolm Watson we do say to them, all the best for their big day and the year ahead.

In closing I would leave you with this to ponder upon:

THE FORCE

There is no force so powerful as an idea whose time has come.

That's it for me for now.
So as always
Happy landings all!

Geoff.

From the Editor's Desk

Internet Shopping

Recently I received an interesting email from Max Wiggins on the new presence of a "Hobby King" warehouse on Australia, which should reduce postage costs. Hopefully it will speed up delivery as well for those times that you need something in a hurry! The internet address is:

<http://www.hobbyking.com/hobbyking/store/au.asp>

I have not tried to use it yet, but certainly will be doing so shortly, having broken an axle on one of their motors, while trying to do rolls at less than one mistake high in rather choppy conditions, with a pair of irate plovers on my tail.

Foam and bird strike.

I can confirm that foam construction in model planes is definitely an improvement over balsa and plastic covering: the spur wing plovers at this time of year, with a chick or two on the ground, are very adept at hitting planes. I have had several direct strikes this year, with only one rudder hinge snapped and a few dents in wing and fuselage surfaces. An interesting manoeuvre that they use is a sudden reversal at high speed just before striking, with wings out. The turbulent blast of air caused by this is enough to cause a massive sudden change in course, which can be difficult to recover from, especially near the ground. They seem to be fond of this just as one is about to land. Several members have witnessed fatal wedge tail eagle strikes at the club: one involving the removal of one of my balsa gliders' tail plane. Fortunately our local raptors are not interested in model prey.

Polycarbonate sheeting.

I have some 1 mm. thick clear polycarbonate (Laserlite) sheeting off cuts if anyone is interested in indestructible windscreens or windows. Other uses for this material are forming cowling and templates. For the former the sheet can be folded to very tight radii at room temperature without splitting or cracking. With heating, as with other thermoplastics, more complex curves can be made.

For making templates, shapes can be traced directly off the plan and cut with scissors or a scroll saw. Being much harder than balsa the rib templates for a sandwich technique work well. No doubt many have thought of these ideas before: I have just used them for a protective cowl on a Gentle Lady electric conversion and for the templates for making up the kit for a Tomboy.

Write in if you want some of this sheeting.

...Richard..

Five years ago.

The De Groots and others!



Tim Sydes August 2005. "Fine tuning."

Daniel de Groot: August 2005.



Tony Grey Jnr. August 2005

John de Groot: July 2005, ready to launch his "Kalpie" with a Mills type motor.

LMAC Inc event Dates 2010-11

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](#)

Oct 16th [Tomboys And Old Timer](#)

Friday Nov 19th [Annual Dinner](#)

Nov 20th [Glider Thermal and LEG](#)

Dec 18th [Tomboys and Novelty events](#)

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Jan 15th [TomBoys](#)

Feb 19th [Glider-- Thermal and LEG](#)

March 19th [Scale Day](#)

April 16th free

May 21st free

Thurs June 9th [Annual General Meeting](#)

June 18th [TomBoys and Old Timer](#)

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FOR SALE



Enlarged Keil Kraft "Southerner" also expertly built by Greg Robertson, spanning 79in (2.0m) and covered in Profilm. Powered by a geared Astro XX motor on 10 cells. Safety arming link fitted. This model is complete except for a receiver. Beautiful flyer. **Asking \$400**



For sale is a big Hearne's Hobbies "Sportster" OT model, craftsman-built by Greg Robertson. This is a large model with a one-piece wing spanning 84in (2.1m). Powered by a geared electric motor (brushed) on 10xNiMH, fitted with arming safety link. Covered in Profilm (Oracover). Ready to fly with ESC and Hitec 555 Rx. This model is a real floater and will thermal with the best of them. Lightly built to keep wing loading low. Not suitable for aerial antics, but a stately, lovely flier. **Price \$250**

These models are both in faultless condition; they are offered for sale to make way for other projects. Contact Gerry de Groot on 0429 196 560 or 6369 5284.