



PROP TORQUE

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



Peter Kidson's Fun Fly "High Five". Peter has been bitten by the desire to emulate the pilots who fly on the edge with these machines. Seems like he is trying to reincarnate his days as a helicopter pilot!

Official Newsletter of the...
LAUNCESTON MODEL AERO CLUB Inc.
VOLUME 13

APRIL

2003

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CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380
p.kidson@microtech.com.au



Hello once again,

I made mention in the last newsletter of the time and date of this year's AGM, so I thought I'd do the same this time so those of you who had missed it last time may read it this time. May 12th. 8.00pm. at the Waddle residence. So now you know.

Please try to attend and make your vote count for those you would like to see on the Committee.

The last competition for the year was held on the 19th of April. A novelty Fun Fly. Much flying, much laughter and much arguing. Great fun, no doubt Geoff will tell you all about it in his column.

I received a phone call from Andrew Youl the other day regarding some people camping at the field. Although the chap had been given permission to stay for one or two nights the caravan was still there on and off a few weeks later. This is not on!. We MUST! abide by what the Youl's want. The club has great facilities at the field and these are not to be taken lightly. This is now the second issue we have had within a six month period. Remember the visiting lads who dug up the driveway with the Hilux ute tyres?. We all know the consequences of what could happen and then where do we fly?.

At the moment the committee is trying to source a venue for the end of year

dinner, we'll let you know when and where.

The Tasmanian Pattern Championships have been run and won. There should be a report about the happenings further in this issue, (if I get it to you in time ed)!! (*Only just made it before month end—Ed.*)

This years contest calendar is almost ready. I read the latest proof last weekend and I might say it looks good. This year the focus for the contests was based on the better attended ones from last year, meaning more competitor's and more money for the club, more barbies, in fact more of everything. So this year it would be nice to see a few more of us having a go. You just never know what might happen.

That's about it from me, hope you all had a happy Easter and a safe one. Which brings me to another point before I go. Please read and digest what happened to the thirteen year old girl in England, it should be in this newsletter, We all have fun at the field but some times it all goes wrong..Tragic!!

See you at the field.. Pete.

SECRETARY'S REPORT

Gerry de Groot

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degroot@tassie.net.au



Hello All.

This is the final report from me as Secretary, since my term expires at the forthcoming AGM. For the record, I would like to thank everyone who has supported me during my term as Secretary. It seems to be generally acknowledged that the work of a club secretary can be demanding, but I can tell you it is also very rewarding. If you are inclined to "have a go", then nominate!

Here are some of the highlights from the Committee meeting that was held on 14 April:

- **Subscriptions:** Renewals are still slow, even though subs expired at the end of last month. Of 43 members that were listed at 31 March, so far only 25 have renewed. (That's less than 60%.) Please make your payment as soon as possible. You can still post your subscription to PO Box 1204 Launceston, together with the remittance portion of the form.

Knowing that some members like to renew on the night of the AGM, please take note that your completed Annual Subscription Form must accompany your payment.

- **Contest Calendar:** The committee has finalised the Contest Calendar for 2003/2004, together with some other matters related to competitions

and scoring. These should be highlighted elsewhere in this newsletter.

- **New members:** We would like to welcome Dennis Wynwood from Avoca as a new Senior member.
- **Annual General Meeting:** A last-minute reminder about the AGM, which will be held on Monday 12 May at 8:00pm, directly after the May Committee meeting. Once again we are indebted to Gill Waddle for allowing us to hold our AGM at her place.
- **Annual Dinner:** The Annual Dinner is proposed for Friday 6 June at a venue to be decided. Make a note in your calendar for this very important event! We would love to see you there.

That's all for now
Happy (and safe) flying.
Gerry de Groot

Tasmanian State Pattern Championships

Held over two days on 22/23 of March it promised to be one of the best pattern competition's the State had seen for a long while. Sylv and I decided to go up to Highclere a day early just to get the feel of what was to happen and of course to have an extra day's practice. We arrived to find about ten people huddled together not just trying to stay warm but to stop themselves from being blown away. What a windy start to the comp!.

Garry Anderson and his wife Robyn had spent a lot of time travelling around the traps, (going to different pattern competition's), on the mainland trying to get some of the big names in pattern to come over to our State to show the mainlander's we can put on a good show as well as you guy's. Come they did!. Some twenty pilot's turned up, some brought their wives. Included in the flier's were Henry Hutchinson, National CD and Rob Clark, Australian Pattern Association President. LMAC had four flier's there included in the twenty.

We had all classes represented and this year as last year a comp was run for the Novice class. They compete all year with the rest of us so why should they miss out at the State Championship's? Novice and Sportsman were run together, then Advance and F3A and

then Expert.

The plan was to run six rounds of each class spread over the two days. This was not to happen, not quite. Friday's weather had most of us thinking the whole thing was going to be cancelled, but it turned out to be one of those weekends where everything went according to plan. An early start on Saturday saw the wind abate, the sun was slowly burning off what was left of the clouds and Advance and F3A were up first. The initial flight for all of us was a bit nervy, wings not quite level going into a manoeuvre, climbing slightly on an approach to a turnaround. All point losing faults. I kept going out of the flight box losing more points. After Advance was F3A. Now these guys can fly. Their planes are truly on rails, (I must get a set of these here rails), Garry Anderson and Nathan Notley made a few of us feel like packing up and going home. We'll never get to that standard. However, try to keep in focus the fact that they started at the bottom just the same as we are. (I remember being in a Helicopter competition at Woburn Abbey in England when Len Mount came out to fly. A quote in the next issue of RCM&E said the whole place went quiet, all that could be heard was the whirr of a thousand cine camera's) OK so now it's videos but you get my drift. So it was here. Everyone stopped what they were doing to watch these two pilots fly. We were not disappointed by any means.

Expert flew next all doing very well. We were kept going by the lineman. His job was to make sure the next flier was in the ready box. He worked hard all day. A

(Continued on page 6)

(Continued from page 5)

Barbie was kept going through out the day, run by the North west, so none of us went hungry. More flights by all classes saw the end of the first day come all too soon. Off back to the motel for a couple of drinks, more food and some well earned sleep next to my beautiful new Matrix, (sorry, wife, but she's not that new).

Sunday morning was the same as Saturday, cool first thing but warming up soon after we got back to the field. No wind this time. Flights were the same as the previous day with Advance taking to the air first. As I said earlier I had lost a lot of points by flying out of the box on some of my turnaround manoeuvres, this time I was warned by Sylv, "Don't forget the box", "No dear". It seemed to work though I flew and scored better than I had ever done. Some Novice and Sportsman pilots flew nice and smoothly, scoring well. Others had a few engine troubles and others lost points on positioning but all enjoyed themselves.

It was a big occasion for most Tassie pilots and well run by the Northwest club. Henry Hutchinson was Contest Director who made us all feel at ease right from the start. We saw faces to put to names only read about in magazines. Watched some of the younger lads show us how it's done. I was really happy with my third round and couldn't stop grinning for ages. The weekend was also full of if onlys; If only I had kept the wings level my score would have been higher. Or if only my engine hadn't stopped. These are things to learn from, I feel no matter how good we are this hobby is ready to bring us back to earth.

All we can do is to be as prepared as we can on the day. Above all, have fun and that happened at this competition.

Thanks go to the NorthWest Club for getting the whole thing off the ground in the first place. For the food and drinks and the friendship. To the folks from the mainland, thanks for making the trip and helping to make for a better competition, you are always welcome. Thanks to Merv Cameron for his help in calling for all of the LMAC crew including myself. and a special thankyou to all the volunteers.

Without their help the thing just wouldn't happen.

Let's hope and plan for an even better comp next year—see you all then.

Pete Kidson...

Winner's were -

F3A

Garry Anderson.

Expert

John Brann

Advance

Michael Smout

Sportsman

Greg Robertson

Novice

Phil Rayner

From the Editors

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Hello to all.

Another year has passed for Kerry and I as editors and we are now at the end of our 2 year term. In the last issue I asked for any members interested in a position on the committee and especially that of the editor, to put their hand up—but my telephone has been quiet. Come on all you budding journalists—have a go at it.

On another subject, at the last 7 cell competition there was some concern over the widening gap between the basic 7 cell glider and the “hot ships” that are appearing at the field. I started with a basic glider (a converted Aeroflyte Brolga) and progressed from there to an imported carbon/kevlar plus brushless combination that has generated some comment. I am strongly of the view that if the hobby is to progress then the presence of such models demonstrates the ongoing development that will ultimately be available to everyone. There is a view however that, in competition, this presents a level of investment beyond the reach of the average flier. This has not gone unnoticed at the National level and a new competition has been developed by the Australian Electric Fliers Association to cater for this. In essence the program, which will be adopted by our club is as follows.

- No change to present method of scoring.
- 3 Grades – Sports, Advanced and Expert
- Each time you enter in a 7 cell event, you gain a percentage score.
- Minimum of 3 rounds per event.
- The percentage is based on your actual raw score compared to 330 points per flight (maximum score). E.g. if your raw score was 895 (290+300+305) then your percentage would be $895/990 = 88.89\%$
- To gain promotion from Sports to Advanced you have to obtain at least 85% at 3 competitions in a 12 month period.
- To gain promotion from Advanced to Expert you have to obtain at least 95% at 3 competitions in a 12 month period.

There are promotion and relegation issues but this is the gist of the structure. A full copy of the system will be available for review at the clubhouse. If we report our scores to the AEFA, then we will participate in the National scheme, similar to the Pattern competitions.

Until next month..

Put a spark in your life—Fly Electric— George & Kerry
Don't forget to bring a plate for supper to the AGM on May 12.

Helpful Hints

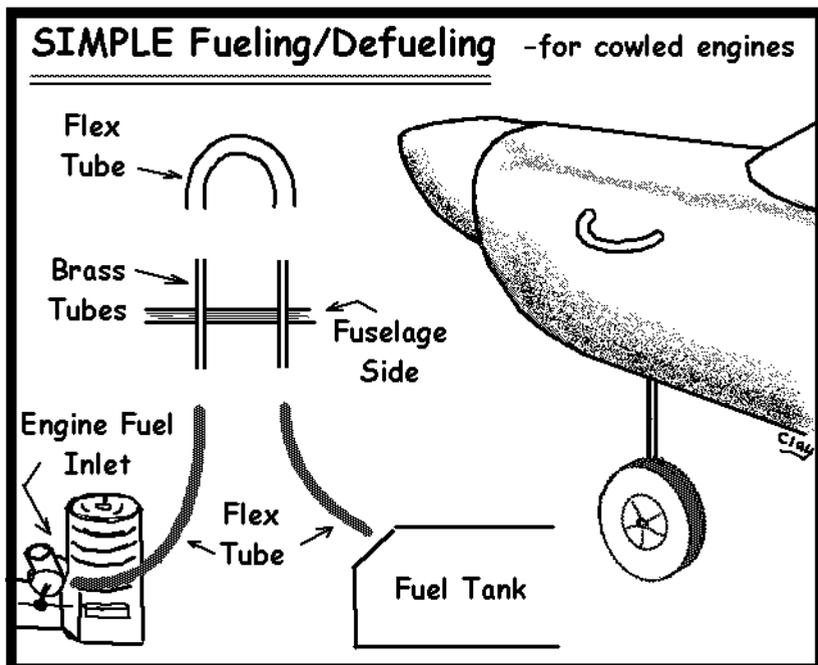
Simple Fueling System for Cowled Engines

I've been asked several times what is the best way to fuel and defuel a plane when the engine is cowled in and the flyer can't reach the fuel lines.

There are several answers - one of the most obvious is to buy a fueling fitting from a commercial source; there are several designs available, which may or may not work fine. And that's the problem. If they DON'T work fine, you can have serious problems.

The system shown here is certainly not the most aesthetically pleasing, but it is simple and reasonably foolproof. You just glue in a pair of short brass fuel tubes into the fuselage side and run the fuel feed line to the carb through the tubes. A short length of flex tubing on the outside of the plane completes the system. You can then fuel or defuel by unhooking the short tubing, and connecting to the side that goes to the tank.

There is an added benefit - you can pinch the short outside loop to check your mixture setting, something you cannot do with the commercial fittings.



A Tragic Story highlighting the need to be Vigilant, Safety Conscious and aware of your surroundings at ALL TIMES.

BBC NEWS | England | Kent

Girl killed by model plane

A 13-year-old girl has died after she was struck on the head by a model aeroplane.

Tara Lipscombe, from Dartford, was walking with her mother across Dartford Heath in Kent at about 1700 BST on Tuesday when the incident happened.

Police say the radio-controlled plane appears to have flown out of control and hit the girl.

Tara was badly injured and taken by air ambulance to Darent Valley Hospital in Dartford where she died at about 2000 BST.

The plane was being flown by a 55-year-old man from south London who was spoken to at the scene by officers from Kent Police.

Police said Tara's family had left the area and were staying with friends or family.

"The family are quite clearly devastated by what has happened," a spokesman said.

"They have gone away to try to come to terms with everything and would appreciate it if people would allow them time for it to sink in and try to get life back to normal, if that is at all possible."

An investigation is being carried out into the circumstances of the incident, but police say early indications suggest it was "a very tragic accident".

They have not yet confirmed where the incident happened in relation to the designated area for flying.

The owner and operator of the model plane were both in shock after the incident, according to one witness.

John Lee, 53, was walking his three dogs when he came across the two men.

He spotted police cars and an ambulance - and asked a man walking towards him what was going on.

Mr Lee said: "A guy said 'my aeroplane just hit a little girl in the head'.

"The guy was in a bit of a state and I advised him to sit down. He looked very shocked."

A second man, who the owner said was a friend who had been flying his plane, also appeared to be in shock, Mr Lee said.

Mr Lee, a model aeroplane enthusiast for 40 years, said about 30 people regularly flew planes on the 130-hectare heath but there should not be more than four in the air together.

The land, owned by Dartford Borough Council, has had a designated area for model flying since 1997.

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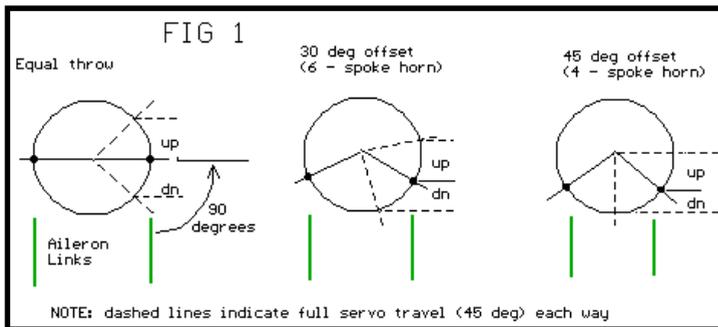
DIFFERENTIAL AILERON THROW

-by Clay Ramskill

After determining that differential aileron throw may be necessary to get a plane to fly right, how do we do it?

Differential throw (i.e. more throw one way than the other) is obtained from a servo which puts out equal throw each direction by using non-symmetrical control link connections, either at the servo or output end of the linkage.

This works because we have rotary motion at the servo, essentially linear motion in our linkage, and again rotary motion at the control surface. By connecting the linkage at other than the "90 degree" location on the servo arms, the linear travel of the link will be greater one way than the other, even though servo rotation is the same either way. This is illustrated in Fig. 1 for a typical strip aileron setup.



We can also get the differential at the control horn. If the linkage is connected at the 90 deg. position on the servo, then the link will move equally

each direction. But if the link/horn connection at the control surface is not at the 90 deg position, we again get some differential throw at the control surface. Note that the "90 degrees" is relative to the motion of the LINK.

Fig. 2 shows a typical low wing aileron installation. This "normal" setup gives us differential - the kind we like with the "up" throw being greater than for "down". Now, let's put this same installation in a high wing plane (turn your

page downside up!) - now we still have the differential - in the WRONG direction! Bending the horns back would be a quick fix, if there's room inside the fuselage.

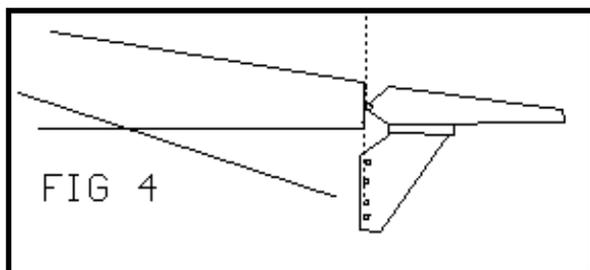
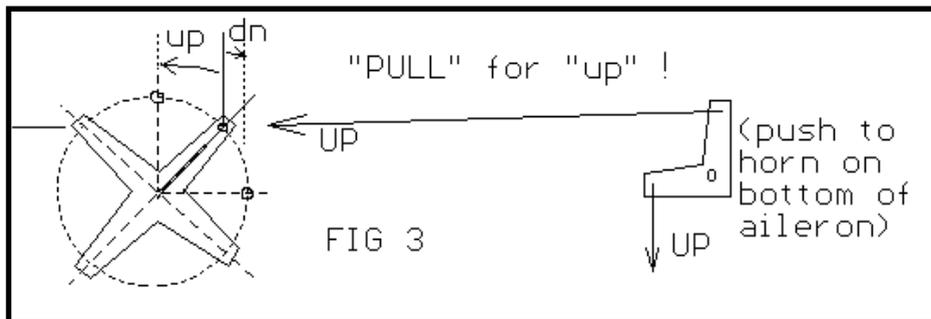
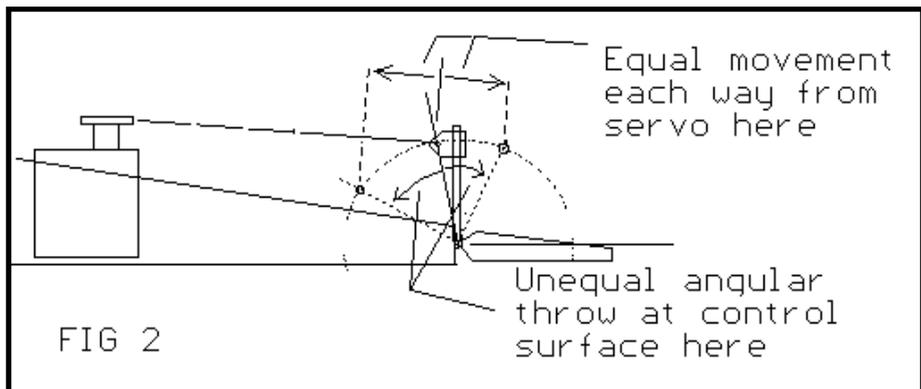
How about pushrod/bellcrank systems? See Fig. 3. Always position your bellcranks

so that the servo PULLS on the pushrod for UP aileron - then you will have the option of easily obtaining differential if needed. Fig. 4 illustrates that some

beneficial differential should already be present - the link from the bellcrank to the horn is NOT at 90 deg. with normal geometry. Also, note that if you moved the horn BACK from the hingeline,

the angle (and thus the differential) would be increased.

Hope all of this is of some help...it's not as difficult as it sounds, once you get used to the principles involved.



Contest Directors Report

Geoff Hays

6344 1920 / 0408 559 806



Well here we are, April already and the last month of our 2002-03 contest calendar is upon us.

Last month saw the Open Thermal Championship run on 15th March. This was initially planned to be run over two days Saturday and Sunday, but seeing as there were no contestants for the proposed bungee launch contest which was scheduled to be run in conjunction with this event it lapsed and only the Open Thermal event was held.

The option to run this event over 2 days was given and a majority of the contestants voted to finalise this event on the Saturday with a full 6 rounds to be flown in ideal conditions "well nearly ideal".

The morning started out with the wind, what there was of it, coming from the South so the winches were all set up for this format but after the 2nd round the wind changed to come from the north, so we changed everything around again. We had 7 contestants competing in this event and all contestants finished the day with quite creditable scores. Greg Robertson did not have his usual good day seeing as he landed into a fence away down from the strip and then lost radio contact with his model and fell foul of the ground quite hard after zooming behind the clubhouse completely out of control. There was nothing hit by this wayward model at all and after a check of everything Greg went on to complete all rounds, albeit coming 5th, not his usual good day at such an event. (Battery pack appeared to be the culprit).

John Skinner took out the day with 5 winning rounds with 5000 points followed by Stephen Boag with 4893.09 points and Bruce Nye with 4831.71 points. Scores as follows -

Contest Scores 2002-2003

Tasmanian State Open Thermal Championships 15 March 2003

	Name	Pts	Club Pts	Div.
1st	John Skinner	5000.00		NWA
2nd	Stephen Boag	4893.09	110.00	B

	Name	Pts	Club Pts	Div.
3rd	Bruce Nye	4831.71	108.74	B
4th	Warwick Bonney	4296.21		SEAT
5th	Greg Robertson	4212.06	110.00	A
6th	Matthew Bruce	3934.31		NWA
7th	Kevin Hay	2184.60	61.86	A

The Tas Pattern Championships were held on 22nd March. This was a well attended event with quite a few visitors from the mainland participating and run over two days, Saturday and Sunday with a dinner for all on the Saturday night.

As I did not attend this event I cannot tell you much about it except the scores for Sportsman and Advanced in which some of our Club members participated. I would presume Peter will make mention in his report of what happened.

Scores as follows -

Contest Scores 2002-2003				
Tasmanian State Pattern Championships 22 March 2003				
	Name	Pts	Club Pts	Div.
SPORTSMAN				
1st	Greg Robertson	3000.00	110.00	A
2nd	Graeme Poke	2801.30		NWA
3rd	Kevin Hay	2776.39	102.54	A
4th	Derril Kay	2679.50		NWA
5th	Andrew McEntyre	2392.69	89.75	B
6th	Peter Thompson	2230.06		NWA
7th	Dennis Phillips	2032.71		NWA
ADVANCED				
1st	Michael Smout	4000.00		Kialla Lakes
2nd	Peter Kidson	3436.76	110.00	A

(Continued on page 14)

Contest Scores 2002-2003**Tasmanian State Pattern Championships (cont.)
22 March 2003**

	Name	Pts	Club Pts	Div.
ADVANCED (cont)				
3rd	Steve Ralph	3346.47		NWA
4th	Clive Notley	3051.73		Belmont

There was a Pattern event held at Kelly Field Hobart on Sunday 6th April to which 3 of our members went, but as only Sportsman and Novice were run Greg Robertson who now has been promoted to Advanced class became a judge and Andrew and Kevin came 2nd and 3rd in the event out of a field of 7 starters. Well done to both of you. Scores as follows -

Contest Scores 2002-2003**Pattern Day—Kelly Field
6 April 2003**

	Name	Pts	Club Pts	Div.
SPORTSMAN				
1st	C. McCarthy	2653.84		HMAC
2nd	Andrew McEntyre	2421.35	110.00	B
3rd	Kevin Hay	2297.05	110.00	A
4th	R. McCarthy	2280.96		HMAC
5th	B. McKay	1916.97		HMAC
6th	G. Leverton	1605.75		HMAC
7th	G. Haley	1091.91		HMAC

The last event for the current year the Novelty Flyin was held in perfect weather conditions on Saturday 19th April. There were no mishaps at all and we had 5 contestants competing. The events included a guess the time of flight and 2 min duration, a carrier pigeon letter delivery race, a slow pylon race of 4 laps and the last lap flat out, a lolly carry up and back for 3 rounds, some lost all some didn't and a balloon burst on ground event followed by a lolly scramble.

It was a good day to which brought the year to an end.

Scores as follows -

We will have a contest on the 3rd Saturday next month May 17th and it will be a 7

Contest Scores 2002-2003				
Novelty Fly-In 19 April 2003				
	Name	Pts	Club Pts	Div.
1st	Kevin Hay	240.00	110.00	A
2nd	Peter Kidson	235.00	107.91	A
3rd	Andrew McEntyre	185.00	110.00	B
4th	Greg Robertson	145.00	70.41	A
5th	Dave Jacobs	105.00	66.75	B

Cell Electric event, and this will kick off the new contest calendar which will be available with your next newsletter.

Some discussion has been had regarding this event and with the more sophisticated gliders now being flown with hot motors, flaps etc. George presented a suggestion to the committee at the last meeting and that is detailed elsewhere in this magazine.

Well that wraps it up for me for now. So as always,

Happy Landings All.

Geoff C.D.

Contest Scores 2002-2003					
POINTS TOTALS After 18 Contests (Top 3 placegetters)					
Division A			Division B		
Contestant	Contests Entered	Points	Contestant	Contests Entered	Points
K. Hay	11	1088.07	A. McEntyre	11	1089.17
G. Robertson	10	1060.41	D. Jacobs	7	570.57
P. Kidson	9	932.13	G. Carnie	5	491.67

You Might Be An RC Modeller If.. (Part 3)

- ...You use fuel tubing to drink from your sports cool cup.
- ...You have to put out an APB for your plane that flew out of the back of your ute on the highway.
- ...You buy the "wife and kids" a new Pentium computer for Christmas so you can practice with the flight simulator.
- ...You have watched TOP GUN and IRON EAGLES more than ten times.
- ...Your neighbour complains because you are spraying your lawn with a crop duster model.
- ...You put DU-BRO wheels on your TV tray.
- ...You wear goggles and a silk scarf around your neck driving to the field.
- ...Your wife's card table has glue and fuel stains on it.
- ...The weather is too bad to rake the leaves but you can go flying.
- ...You got more "toys" for Christmas than your kids did.
- ...You have a field box full of every special tool made but don't have a wheel brace when you have a flat tyre on your car.
- ...You look for the servo linkage and antenna wire on every airplane in a movie.
- ...You have at least ten T-shirts with airplanes on them.
- ...You carry a chain saw with you to the flying field so you can retrieve your plane from the trees or to clear an area for a landing approach.
- ...You change glow plugs every other week but have over 100,000 miles on your cars spark plugs.
- ...You buy fuel for your lawn mower in a Cool Power jug.
- ...You play your MAAA and radio channel numbers in the Tattsлото.
- ...You use your heat gun to try getting wrinkles out of your new bathroom wall-paper job.
- ...You watch "Wings" on The Discovery Channel at least three times a week.
- ...You have ever glued your ring to your finger.
- ...You plan your holidays using Fly-In schedules.
- ...You use more wax paper building planes than your wife does baking.
- ...You have more pictures of your airplanes than of your wife.
- ...You buy a \$600 mini-lathe to make \$5 aeroplane parts.
- ...You have enough broken props to use for firewood.
- ...You have ever used an old elevator pushrod to scratch your back.
- ...You shop at Chickenfeed for pilots.
- ...Your doctor tells you that you have prop whip elbow.
- ...You got your wife a plane kit for Mother's Day.
- ...You can cover a prize-winning plane with monocote but can't iron your shirts.

ATT: Club Members

Just a reminder that
we offer a **10%**
discount in the Hobby
Department
to all current club
members on
presentation of their
membership card.

*Discount is excluded from items
already reduced

Contact D'Wayne Leonard
118 –120 Brisbane St
The Mall
Launceston
PH: 1800 806 867
Fax: 03)6331 7165
Email: dleonard@birchalls.com.au



CLASSIFIEDS Free to Members!



For Sale: ??????

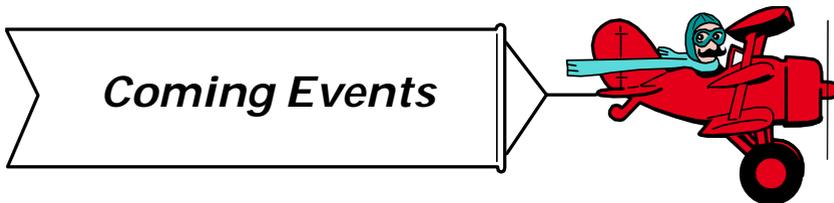


(Continued from page 9)

A council spokesman said: "While the police investigation is under way, it is agreed with the British Model Flying Association that it advises its members not to use the site as a mark of respect to the family."

Posters have now been put up around the heath asking people not to fly planes. A police spokesman said the Acrowot petrol-powered aircraft involved in the incident would be examined by police and, if necessary, by outside experts. Story from BBC NEWS:

<http://news.bbc.co.uk/go/pr/fr/-/1/hi/england/kent/2952707.stm>



DATE	EVENT	DETAILS	TIME
May 12	Annual General Meeting	Gill Waddles	8:00 pm
May 17	7 Cell Electric	Round 1	9:30 am

“**BOLD**” text denotes LMAC events

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.)

