



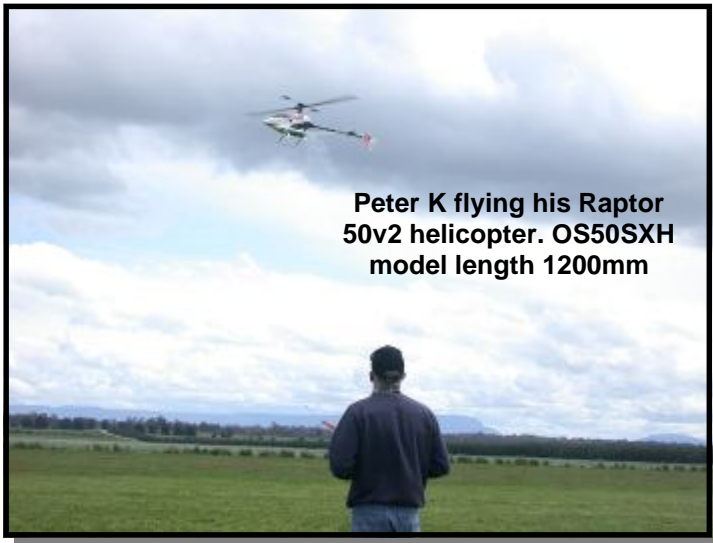
# PROP TORQUE

**COMMITTEE:**

<b>PRESIDENT</b>	Peter Kidson	6394 4380
<b>V.PRESIDENT</b>	Merv Cameron	6344 5614
<b>SECRETARY</b>	Geoff Hays	6344 1920
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L.M.A.C., PO Box 1204, Launceston Tas. 7250

Web site: [www.lmacrc.com](http://www.lmacrc.com)



**Peter K flying his Raptor  
50v2 helicopter. OS50SXH  
model length 1200mm**

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

# NOVEMBER

# 2003

# Great Christmas Ideas

ARF Home Run aerobatic model

Was \$392.50

Now \$299.95



Yellow Bee electric  
R/C park flyer

-Includes rechargeable  
battery and charger

Only requires 8x AA batteries for  
transmitter

\$119.95

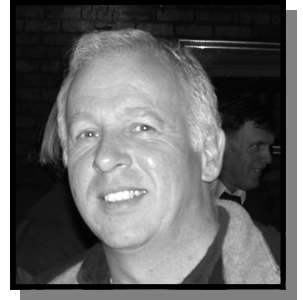


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# CAPTAIN'S REPORT

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



Hello all,

It's that time again to put pen to paper, as you would know for a while now since Geoff Hayes took over as our secretary the Committee has been one member short. Well it seems that we are a full Committee once again. Greg Robertson has put his hand up to be counted. Welcome aboard Greg. I'm sure he will be an asset to us in the future.

You may also remember a few months ago I mentioned in this column that a few of the aerobatic folks, (myself included) had been helping Gary Anderson in an attempt to get a major competition held not only in Tasmania but at our field. The APA Championships are held every year at different venues around the country. Well it looks very likely that Tassie will get the comp in 2005. I attended a Pattern comp at the Northwest club last Saturday and in talking with Gary he told me at the moment it hinges on the suitability of our field. Henry Hutchinson, (the APA Contest Director) is coming over for the State Championships in March at Northwest and will be taking a trip to Symmons to check out the field. Gary also mentioned he had been chatting to quite a few fliers about making the trip to Tassie for the competition. He had really good feedback from all. There is no point in holding a major comp if we're only

going to get one pilot competing in advance,

although it would give that person a distinct advantage.

So, if Henry approves of the venue what do we have to do to make sure this championship goes ahead without any problems? It will mean a lot of hard work, from organising accommodation to supplying fuel as no fuel can be brought over on the boats. Of course we will have to prepare the field, the pilots will need feeding. These are just a some of the tasks. It may also mean that Tassie becomes a State where all sorts of major competitions are held not just Pattern events.

With that in mind, if we do get the Comp we must all work together to make sure that this is one of the best comps these pilots have been to. Don't forget some of the Country's best pilots will be here and we don't want to let Tassie down.

Sometimes in life you think you get a lucky break only for it all to go wrong and you end up with a slap in the face. This happened to me, I had a phone call a while back. It concerned some methanol being given away. As I use a fair amount of the stuff it came my way, (lucky break). Anyway to cut a long story short the OS 140 RX I use

*(Continued on page 4)*

in the Matrix won't run on the stuff (slap in face) Won't tick over, won't run flat out, and because of that I very nearly put the Matrix in the trees trying to land with no engine running not once but twice. Ah well! them's the breaks so they say.

See you at the field.

**Pete**



## SECRETARY'S REPORT

**Geoff Hays**

**Ph: 0408 559806 or 6344 1920**

[ghays@netspace.net.au](mailto:ghays@netspace.net.au)

Another month has slipped by and it is almost at years end again, I don't know about you but for me the time just seems to fly like a wayward Free Flighter.

It really does not seem like a decade since we built our Clubhouse at Symmons Plains, but it was on the 12<sup>th</sup> December 1993 that we opened it with a big Pattern weekend and some festivities.

The Hon Minister for Police at the time Frank Madill officially opened it and gave out the Trophies to the winners of the weekend, quite a few pattern fliers from the mainland came over for the event which was the Tas Pattern Champs and the first to be run for some while in this State, and needless to say they took back some of the trophies with them, which were especially made from Tasmanian timbers.

Henry Hutchinson the Australian Pattern Association C D came over with his wife

and about three others from Victoria and were suitably impressed with the whole weekend and the flying site with it's wide open spaces made quite an impact with them all.

**Club Financial Year** :-As most would be aware but not all came for the Special General Meeting called for Sat 1<sup>st</sup> Nov last, to discuss the recommended change to our Constitution as proposed by your Committee, the meeting did have a quorum and sufficient present to discuss the proposal which was carried unanimously. This means the current Financial Year that the Club is now in will end on June 30<sup>th</sup> 2004 instead of March 31<sup>st</sup> as it would have done previously, and the next Financial Year will begin on 1<sup>st</sup> July 2004 and end on 30<sup>th</sup> June the year following.

Doing this we would hope to be able to levy the next years Fees with some degree of certainty, whereby alleviate the need to ask for more Fees which may be levied through no fault of our own.

**Committee Vacancy:**-In last months edition of Prop Torque mention was made concerning the vacancy on the Committee, following the recent resignation of Gerry de Groot due to pressure of work commitments, the committee did have an expression of interest to come on the Committee, and under the terms of our constitution unanimously agreed to invite Greg Robertson to fill this position to which he has agreed.

I would like to welcome Greg to the Committee, he has had many years of experience and has served on the Committee quite often in the years of his involvement with this Club, and has served at least twice to the best of my knowledge as President.

His appointment now brings us back to full representation for a working Committee.

**Web Site** :-As reported in the last edition of Prop Torque George outlined the Web Site for the Club that he has been working on, [www.lmacrc.com](http://www.lmacrc.com), but in addition to this we are also listed with Tasmanian Communities on line at [www.tco.asn.au](http://www.tco.asn.au) follow the links through Community groups to Sport and Recreation and you should find it .

Our main Web Site is the one that George has set up, but the latter is ongoing through the public Library System which we have been listed with for many years.

**Flying Site Registration:**- The MAAA through the TMAA have requested that all flying sites be re registered as circumstances are changed from what

was previously accepted, and this Club is currently working through this.

**New Members:**- We have had two new senior members join our ranks, they are Max Burrows and Duncan Maxwell, as well as our youngest junior member that I can recall Daniel Walters, we warmly welcome them all as they enjoy the sport of Aeromodelling, please make them welcome as you meet them.

As I said at the beginning of this report years end is nearly upon us, don't forget the Annual Christmas Party at George and Kerry's on Sat 13<sup>th</sup> December, no doubt George will give you more details in his column.

Well that about wraps it up for me for another month so as always

Happy Landings All

## CHRISTMAS PARTY 2003



**Let's have a get together! Have a suitable park flier? Then bring it along.  
Saturday, December 13th,  
4pm at George & Kerry's  
just bring yourselves and  
your favourite beverage—all  
food supplied!**

# From the Editors

George & Kerry Carnie  
"Glenhaven" 50-62 Fairtlough St Perth 7300  
e-mail: george\_carnie@bigpond.com  
6398 2141 or 0418 134 672



Hello to all.

Almost the end of another year! Certainly not my most productive year of flying. But as they say in the classics "them's the breaks".

Having seen the photograph of Dave Jacobs' Airtruk and test pilot Pete Kidsons comment about it's excellent glide characteristics, it prompted me to contact my ex father-in-law, Ted Rogers, who was involved in the design and construction of the Airtruk.

Now in his 80's, Ted enjoys a chat about old times and his involvement in aircraft in the RAAF and subsequent civil aircraft engineering. As awkward as the Airtruk looks, it is very functional for the task it was designed for. One component also shown on Dave's model are the wing fences. Ted sent me a page from the original manual and that is shown on the next page. The first picture emphasises the wing fences and here is Ted's recollection of their development.

*Notice in the manual the inclusion of "Wing fences" fitted either side of the twin Booms. Early on they had problems with a stall on banking turns.*

*By sticking with masking tape, tufts of knitting wool about 15cms long on either sides of the BOOM along the wing, a test flight showed that VORTICIES formed at the boom attachment, and caused an unstable lift condition, hence the STALL.*

*The test pilot Neil Johnston asked me to make up four fences approximately 7cms high, which we stuck on with masking tape, either side of the Booms. Then he carried out another test with the same tufts of wool in place. Results were dramatic, no vortices.*

*The next day we made four fences with integral brackets that we "pop riveted" on the wings, and test flew the modified Airtruk.*

*The results were that he could not STALL the plane, instead of the nose dropping in a stall, it fluttered like a falling leaf.*

*The Department of Civil Aviation test pilot carried out a TEST flight. He estimated that the falling leaf condition was equivalent to a 30 mph decent, 15 forward and 15 down. His words were "If I was lost in a fog in the Blue Mountains, I would like to be in the new Airtruk as he could land it safely on top of trees".*

Ted also recounted some of the more dramatic test flights carried out.

***Held at a Country racecourse in the South Island of New Zealand late 1960's.***

*Once Transavia commenced building a saleable aircraft, (PL12 Mk2) TRANSFIELD ordered five for leasing purposes in New Zealand. They had been flying leased crop-dusters in both islands, when an AGRICULTURAL*

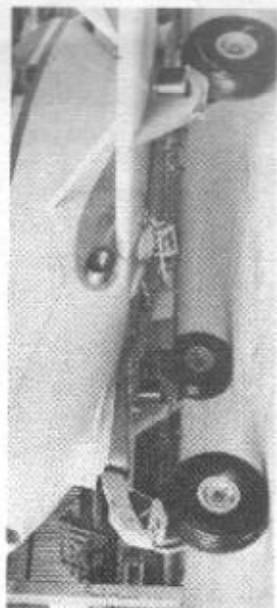
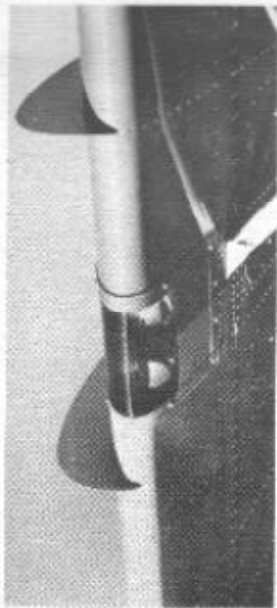
## UNIQUE ASPECTS OF THE PL12 MARK 2 AIRTRUK

These operational, safety and economic features make the Mark 2 Airtruk the world's most advanced agricultural aircraft!

The high up-front position of the pilot's cabin gives superb control in contour flying with ground visibility just 10 feet ahead of the propeller. When taxiing, taking-off and landing, pot holes and other obstacles can be avoided with ease.

Unique wing fences add to the safety factor of the Airtruk's low stalling speeds by making the aircraft fully controllable in a stall, in any attitude and at any weight. The turbulent stalling airflow is contained within the fences resulting in full aileron control during a stall.

The tricycle undercarriage is built around a patented system of moulded rubber shock blocks which work simultaneously in tension and compression. The trailing leg design is considerably more robust than conventional undercarriage legs and combined with the shock blocks, smooths out the roughest fields. All three undercarriage assemblies (legs, blocks and wheels) are fully interchangeable and rubbers quickly replaceable.



*SHOW was advertised to be held at a racecourse in the south island. The racecourse was the normal oval shaped, about 500 metres in length and 250 metres in width with a Grandstand on one side of the flat. Also on show were tractors and various types of farm machinery, these were on the left of the grandstand when facing the racetrack. There was a big crowd of viewers in this area.*

*An agricultural pilot who had never flown the Airtruk previously, was carrying out the demonstration flight. He was to fly in from the L.H. side of racecourse at about 100 feet, carry out a steep banking turn, And fly up the centre of the course, and spread a tonne of fertiliser.*

*All went well until he made the steep turn, then he killed the engine, trying to restart he flooded the engine, so even on the ground he would not have been able to restart the engine. All the people present were expecting to see the AIRTRUK crash in the middle of the Racecourse. The pilot had the presence of mind to dump the fertiliser. Then he was able to glide the AIRTRUK away from the crowd. He aimed for a water tanker that was parked outside the racetrack boundary, travelling over 500 metres with a dead engine and less than 100 feet off the ground. The plane was a write-off but the pilot walked away from the wreck.*

*When we the builders at Transavia heard of the crash we all thought how it would deter the AIRTRUK production and sales. Sales department said that we could not have planned a better advertisement, of the capability of the AIRTRUK in an EMERGENCY situation.*

So Pete and Dave, it was no fluke that the model had a good glide angle. It just so happens it was designed to do exactly what it did.

We received a very pleasant email the other day from David and Maree Munday. I felt it important to pass on to the membership as it shows the goodwill that is present in our club. Mind you David, the reference to petrol was unnecessary —you'll catch up eventually ☺

Hi Kerry and George,  
Well the Munday's are on the move again. As most would know we have sold our property at Swansea and we are moving back to Victoria in December.

We both thank all at LMAC for welcoming both of us (and fudge) and our enjoyable club days in particular. A special thanks goes to Andrew McEntyre for his patience in teaching me to fly as I have enjoyed every minute.

The committee and others should be proud of what has been achieved at this club and although membership is small in numbers compared to some other clubs it has been a pleasure to be part of it. I expect to be back in Tasmania a number of times during 2004 and beyond and I will have a plane with me to fly at LMAC (petrol of course).

Regards to all,  
David & Maree Munday.

### **Li-Poly Cells**

I have purchased some of the Li-Poly packs and for electricians this is probably the most exciting battery technology for some time. However they come with some risks that no doubt some of you are



aware of but I think it is important to remind people of the inherent dangers if not managed properly. Here is an extract of an email I received from Tom Cimato, owner of Maxcim the brushless motor manufacturer in the USA. I had initially questioned the use of Li-Poly's with the Maxcim controller (still the best sport system on the market in my humble opinion). It gives great linear throttle control from low revs up, unlike sensorless systems that just burst into life. Anyway here's Tom's reply.

*Hi George,  
The use of BEC has not been an issue.  
You usually run out of flying power long  
before the cells are depleted.*

*Fires are caused by chargers failing, but most often by modellers miss-setting the chargers. It happens daily, to even the experts.*

*Eg: Gary Wright of E3D fame lost his FuntanaS to a Li-Po fire a couple of weeks ago. He was recharging the packs in the plane while he was flying a pylon type and noticed the flames. By the time he landed and tried to put out the fire, only the tail planes were left.  
How did this happen? He set the charger to charge a 9S pack but found that he had used an 8S pack. The confusion occurred because he had many 4P packs that he puts in series for various planes and chose the wrong set. The overcharge lit it off. This is very typical.*

*In a couple other cases, cells failed for unknown reasons resulting in the remaining cells getting an over voltage. One guy had the fire in his plane, in his home office! Threw it out on the patio, it*

*relit!*

*Another guy lost a car and nearly his dog, etc, etc. So, be careful.*

*Regards,*

*Tom*

### **Editors Interpretation.**

Kerry and I share editing roles but at times we don't always agree on the punctuation (just ask Pete). An example was this piece of text -

***This required punctuation -  
"Woman without her man is nothing,"***

*George wrote:  
"Woman, without her man, is nothing."*

*Kerry wrote:  
"Woman! Without her, man is nothing."*

*Until next month.....*

*Put a spark in your life—  
Fly Electric— (including you David)*

***George & Kerry***

# What Makes A Good Trainer?

## Part 2



As you remember last month we looked at small models versus big one's. This month I thought we might take a glance at the advantages of ARF against a kit of a similar model.

ARF models have been around now for about 30 years, no way I hear you say. Well it's true that's when I first took to the skies and I can remember them back then. Mind you they were in no shape or form as good as today's models. The quality of wood was really quite bad and the same could be said for the range of types of aeroplanes. Very limited to say the least. I'm telling you this bit of information because over the years my mind has slowly been changing with regard to ARF models. So is there a difference between the two types and if so what?

Let's first take a look at ARF types:-

In most cases of ARF's they are pretty well finished off for you. All that's really left is to install a suitable engine and your radio gear and voila! it's all ready to fly. I know it sounds easy but you will still have to take a modicum of care in doing these two things correctly. The quality of Balsa these days is very good. The construction is also pretty good, but, and there's always a but, most ARF's come with two separate wing panels and these must be joined properly. Any twist in the join and you've got a plane that will not fly straight and level and that ain't good as one of our members found out. This particular part of construction can be a pain to get right but with time

and patience it can be done correctly.

Finally, the finish or covering on ARF's will for most mortals be fairly hard to beat. There is no doubt that most are finished off to a very high standard indeed.

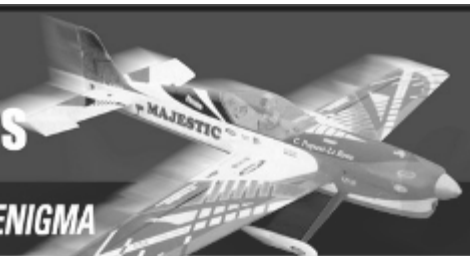
Over the years the time, effort and tooling for the companies producing this type of model has achieved a level of model that looks good, flies very well and is relatively easy to finish off.

Now, the kit or other ways:-

In scratch building from a plan to buying a full kit there is no doubt you will have plenty of planes to choose from. So many magazines are doing plans these days that it can become a nightmare in deciding which one to build, and build you must. These days most kits have had laser technology spent on them in cutting out the necessary wing ribs and formers. All to make it easier for you in construction. I find kits to be slightly cheaper in cost than other types, but that does not mean the final model will be cheaper over all. Most kits need you to buy other bits and pieces such as wheels or a fuel tank and always you will have to buy the covering. However you do get more choice with a kit. You will of course still need to install the radio gear and engine. It takes more time to build a kit and loads more patience, but I feel it's a lot more rewarding to present a hand built plane to the field and then watch it take to the skies.

**Pete**

# Super Winter Specials



NEW FROM ZN LINE - HYDEAWAY & ENIGMA

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VENTURE 30 ARF	\$ 1290
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OS 25LA	\$135
OS 25FX	\$198
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OS 160FX	\$605

### 4 STROKE

MAGNUM 30	\$235
MAGNUM 52	\$289
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OS 52	\$390
OS 70 SH	\$505
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OS 120SE	\$761
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FVK MODELS  
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Inexpensive Freight Rates to Tasmania. Call us for details and those hard to find items.



Call Brian Simpson on: (08) 9328 8986 Fax: (08) 9328 8932 Email: perthrc@perthrc.com.au  
Web: www.perthrc.com.au Perth RC Models and Hobbies 454 Newcastle Street, West Perth, WA 6005

# Contest Directors Report

Andrew McEntyre  
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[amcentyr@tassie.net.au](mailto:amcentyr@tassie.net.au)



Hello to All

Last month in my report I made comment that the weather had turned the corner for the best. Well I got it wrong because on the last 7 Cell event scheduled for November 15 it had to be cancelled due to very strong winds. A number of contestants arrived at the field including Peter Thompson and Cedric Eaves from NWAM Devonport.

On the day I discussed with everyone to see if they wanted to give it a go, but to my disappointment no one was keen to participate. As per our club rules if an event is cancelled due to weather or for some other reason the event would be held the next day. On this occasion I was unable to attend to run the event on the Sunday the day I believe was a great day for glider flying a number of members conducted the AEFA 7 Cell postal competition. The scores from this event will not be shown as part of our clubs 7 Cell contest results.

The next event on our calendar is the 29<sup>th</sup> November Pattern competitions round 3 at the field 9.30am start. Please don't forget the All Models Day to be held at our field December 13<sup>th</sup> at 9.30am, this event is for all models and flying skills as there is no real competition, apart from enjoying yourself and receiving a ticket in 3 great prizes on offer at the end of the day. This is the same day as the Christmas party at George & Kerry's and we would like to

see you all attend as in past years this has been terrific fun and this year will be no exception.

For anyone interested in websites with Radio Control goodies for sale here is the address you may find it worth while [www.rcuniverse.com](http://www.rcuniverse.com) The site has a number of options new and used items for sale and also auction items.

My report is short this month as there has not been a lot going on with competitions but next month will be two events to report on.

Don't forget to have a look at our website as George has added a lot of photo's. Well done George a great job it looks terrific. Please if anyone has information that you would like to pass on to George for the magazine or items of interest for my reports let me know I'm sure we can find space in the magazine.

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

Happy Flying

*Andrew C.D.*

**MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.**

# Newsletter

N O . 5 / 2 0 0 3

**President:** Mike Close, PO Box 146, West Pennant Hills NSW 2125  
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**Technical Sec.** Fred Adler 18 Ivory St. Noranda WA. 6062  
e-mail; maaatechsec@touch88.com.au>

**MAAA Internet:** <http://www.maaa.asn.au>

### **Insurance Policies Covering M.A.A.A. Members**

Being an affiliate member of the M.A.A.A. you are covered by four different insurance policies. These being;

1. Third Party Public and Products Liability
2. Personal Accident
3. Directors and Officers Liability / Corporate Reimbursement Insurance
4. Professional Indemnity

All but about \$25 of the current \$110-50 M.A.A.A. Senior fee goes towards the costs of these policies. I shall attempt to explain the cover that these policies offer.

### **Third Party Public Liability**

This policy provides a limit of \$20,000,000 with an excess of \$10,000. For several years the MAAA has required the member on whom the claim is made to be responsible for the first \$250. When the excess went up to \$10,000 the M.A.A.A. decided to leave the level the same and that the MAAA would pay for the remaining \$9,750 excess. You will understand why we are so concerned at reducing accidents as the insurance does not kick in until the total claim is over \$10,000.

This policy indemnifies you for personal injury or property damage to third parties that you are found to be legally liable as a result of the pursuit of model aviation. The policy also includes member-to-member cover. This means that if a member causes

*(Continued on page 14)*

*(Continued from page 13)*

another member serious injury and/or property damage the policy will respond. It is impossible to give definite answers as to coverage in specific circumstances. It should be noted that the ultimate arbiter on any claim would be a Court of Law.

The policy also provides third party legal liability cover for clubs and associations. This includes claims for damage against the club from members of the public visiting the club facilities. It also includes cover for catering, provided all State catering regulations are abided by. Claims resulting from injury caused by playground equipment on the club grounds are also covered. The equipment should comply to State requirements and be properly maintained.

If a club organises a public display the policy covers the third party liability aspects of the function provided that all the necessary regulations are abided by. Any public display involving radio-controlled aircraft requires a display permit. See the M.A.A.A. Manual of Procedures on the web site for information.

It should be noted that it is extremely difficult to obtain this type of insurance and even harder to get member-to-member cover. Those who have been in the M.A.A.A. for a number of years will have noticed the steep rise in fees. This has all been due to insurance cost increases.

There is no age limit for the third party policy.

Many people have noted that they have a similar cover with their home and contents policy and ask why can't they use that policy. The simple answer is administration. From feedback I have received, the vast majority of members "demand" that all that fly have a policy that can be actioned should they be unfortunate enough to sustain injury or damage as a result of the actions of another member. To have people monitoring other coverage, dates of currency and conditions of the many home policies of members would be an impossible task. Not all provide the same level of cover as the M.A.A.A. policy. I am sure that no member of a club would volunteer for the position of "insurance officer". Imagine their predicament if there was an accident and they found that the "insurance officer" had let a person through without adequate insurance cover.

### **Personal Accident**

This provides personal accident coverage for affiliate members under the age of 80 years;

1. Competing in competitions and championships and other activities organised and under the control of the insured;
2. Acting as an official at competitions and championships organised and under the control of the insured;

*(Continued on page 15)*

3. Acting as an elected official of the insured;
4. Engaged in volunteer activities organised and under the control of the insured including direct travel to and from such activities;
5. Travelling directly to or from activities described in 1 to 4 above.

Officially organised would mean the M.A.A.A. and associated clubs having sanctioned the events. This would include training, testing and activities at the club / fields. It should be noted that the coverage does not cover your activities with model aircraft at home.

The policy also provides for salary maintenance for salary earners. It provides 80% of net wages up to a maximum of \$500 per week for a maximum of two years. It also pays 80% of the non-Medicare medical expenses to a maximum of \$4,000 for each claim. There are also stipulated maximum amounts for loss of sight, hearing, limbs etc. The policy has an excess of \$50 and Seven days in the case of salary maintenance.

It should be noted that the policy does not cover the medical fee “gap”. That is the difference between the Medicare rebate and the fee charged by a medical practitioners. It is illegal to have insurance to cover this.

### **Directors and Officers Policy**

This policy covers the legal expenses of the Club or Association and its officials in the event of them being subjected to legal action as a result of their position. It should be noted that the club officials should exercise due care and with regard to State and Federal laws in carrying out their duties as directors.

As in all other cases if the Club Executive believes that there is a possibility that they will be involved in legal action they should contact the M.A.A.A. Secretary as soon as possible.

The excess on each and every claim is Nil for Directors and Officers Liability and \$2,000 for Corporate Reimbursement

### **Professional Indemnity**

This policy covers Inspectors, Club Officials, Instructors for advice that they may give in regards to model aviation. It is also possible that Professional Instructors, who are members of the M.A.A.A. to be listed on the policy for their activities as a profession instructor of model aviation. For a member to be listed as a Professional/ Paid instructor they must hold the M.A.A.A. Instructor Rating, have the recommendation of their State Association and permission from their club/s to conduct paid instruction at their field/s.

*(Continued on page 16)*

*(Continued from page 15)*

There is currently a \$50 fee per year to be listed on the policy. Members holding an M.A.A.A. Instructor rating interested in “registering” as a professional/paid instructor should contact the M.A.A.A. Secretary for more information.

The excess on each and every claim is \$2,000.

### **What to do in the Event of a Claim**

The M.A.A.A. Manual of Procedures includes a procedure “Accident / Incident Reporting and Actions Procedure” which details the process that should be followed in the event of a injury and/or possible insurance claim. A copy of the procedure is available on the M.A.A.A. web site or from the M.A.A.A. or State Association Secretary.

It is important that all possible claims are reported as soon as possible. Please ensure that witnesses are recorded and statements taken. It is hard to chase up everyone after the event.

Please note that every incident/accident should be thoroughly investigated and “closed out” in accordance to the requirements of the procedure. The importance of reducing accidents is vital to our organization. We do not like to see fellow members injured and it also adds greatly to our costs. Please do your bit and be very vigilant with the aim of no accidents.

As I have noted many times, the meeting of prop and fingers still seems to be a favourite trick for many of us. Although it sounds a bit of lark the injuries sustained by some are very severe. Some members have lost fingers and others the full use of them. Please be careful around props and use effective aircraft restraints when starting. Most important of all, do not reach over a turning prop, go behind to release the glow plug and make adjustments. Safety is a continuing thought process.

### **World Champion**

Chris & Kevin Callow of Queensland have retained their F3D World Championship at the world championship that concluded on August 30 in Melnik, Czech Republic. Ranjit Phelan finished forth. The Australian Team of Ranjit Phelan, Rodney Donohue, Frank Harrod, Noel Davern and Team manager David Axon came third. This is one better than the 2001 Championships in Bundaberg where they just missed out on the medals with a forth.

This is a fantastic result for Australia. Congratulations to all the Australian contingent for a really great effort. This result really puts Australia at the top in F3D Pylon. Congratulations guys, a really great effort.

Also, congratulations also to Phil Mitchell for his forth place in F1A, Free Flight.





**Directions to George & Kerry's for the  
LMAC  
CHRISTMAS PARTY**

**Plenty of Room to meet people &  
Enjoy Yourselves**

**When: SATURDAY, December 13 at 4 pm**

**Where: "Glenhaven" 50-62 Fairtlough St Perth**

**RSVP: 6398 2141 by Friday, December 5**

**Christmas Raffle will be drawn at the Party**



**MULTIPLEX**

# ROYALEVO

The ultimate hand held digital transmitter.

Now available in Australia with SYNTH tx module

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- Comprehensive set-up and mixer facilities for fixed-wing models and helicopters.

Despite it's many cutting edge features, Multiplex Royal Evo is probably the most simple to operate and easy to understand transmitter you will ever own.

With so many features and options available, we urge you to contact Gliders Australia with your email address for an in-depth product release of this superb transmitter.

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## Coming Events



DATE	EVENT	DETAILS	TIME
Dec 6	All Models Day	Highclere	9:30
<b>Dec 13</b>	<b>All Models Fly In</b>	<b>Round 2</b>	<b>9:30</b>
<b>Dec 13</b>	<b>Christmas Party</b>	<b>George &amp; Kerry's</b>	<b>4:00</b>
<b>Jan 17</b>	<b>Pattern Day</b>	<b>Round 4</b>	<b>9:30</b>
<b>Feb 21</b>	<b>State 7 cell Glider</b>	<b>Championships</b>	<b>9:30</b>

**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.)**



Merv Cameron's Mud Duck just showing why it is aptly named with it's "beak" well and truly in the MUD!.

# Candid Camera



Jacques W was a little bored with the sedate electric gliders. Now flying a Combat Wing that has his adrenalin going!



Greg R's flying wing. Own design and a very unusual electric model.



Another beautifully finished model from Kevin H. His Ultimate with a Zenoah engine.