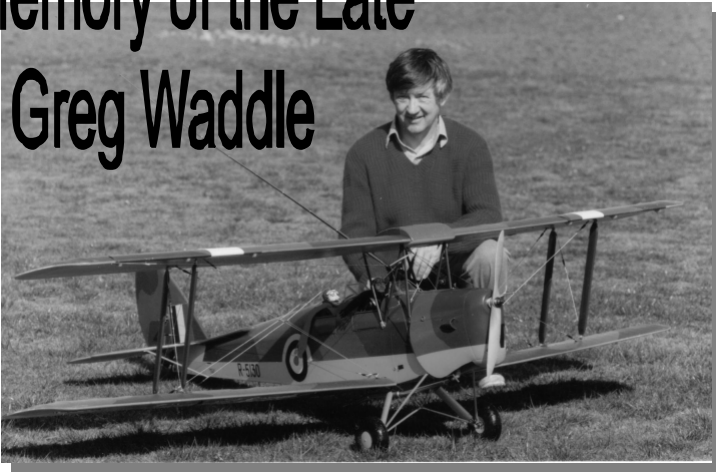




# PROP TORQUE

In Memory of the Late  
Greg Waddle



Official Newsletter of the...  
**LAUNCESTON MODEL AERO CLUB Inc.**  
VOLUME 10

# OCTOBER

# 2001



# Prop Torque..... October 2001

## COVER PHOTO

### IN MERORY OF THE LATE GREG WADDLE

**A friend and colleague who's memory will live on in the club he fostered and supported in so many ways.**

#### EXECUTIVE...

**PRESIDENT** Peter Kidson (03) 6394 4380  
**V.PRESIDENT** Merv Cameron (03) 6344 5614  
**SECRETARY** Gerry de Groot (03) 6369 5284  
**TREASURER** Nigel Keefe (03) 6344 6079

**Next Committee Meeting:**  
**Monday, November 12th at**  
**7:30pm at the Waddle**  
**residence**  
**35 Collins St., Evandale**

Prop Torque is the Members Magazine Why not make a contribution?

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***Copy Deadline: Friday after 2nd Monday of each month***

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## **CAPTAIN'S REPORT**

**Peter Kidson (03) 6394 4380**

**p.kidson@microtech.com.au**



Hi,

Well the weather's on the turn at last. It will soon be time to bring out all those new models you've been working on during the cooler months. My new Carrera flew for the first time a couple of weeks ago. It still has to be set up and trimmed correctly but at this stage it looks as if it will be a good flier.

It just seems to slip through the air. It's so fast it could flick the light switch off and be in bed before the light went out, well nearly anyway!

Sylvia and myself attended a pattern competition at Highclere at the end of September and picked up a few tips on how to land pattern craft. I took the Carrera with us, had one flight and five attempts to land. It just wanted to float past at waist height not slowing at all. Part of the reason I had not set up my air brakes. Eventually the Carrera ran out of fuel about twenty metres short of the runway (luckily) and landed safely. This has happened to all of us some time or another I think, so I'll try and explain what the causes were in this case.

The first problem was the air brakes. On a thin wing section like this one there is not much drag compared to say the Dragonfly which has an 18% wing section. The Carrera being 10%. Basically we need something else to help slow things down a bit, hence the air brakes. These are not difficult to set up and seem (I'm told), to work quite effectively. I haven't flown with mine yet, I'll let you know what happens. The other thing that in this case caused a problem was the new engine. Not being run in sufficiently yet the tick-over was too fast and I could not get a slow enough flying speed to land. I can tell you my heart was in my mouth a long time after it did land.

This month saw a few crashes in the small pines in front of the flight strip. Hard luck fella's. Don't get discouraged by the accidents. It seems when it's your turn then that's it. If it is not your turn, you get to fly another day and there's very little you can do to avoid it.

We held a novice pattern and funfly competition on club day this month. No doubt Geoff our resident Contest Director will let you know what



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went on. I think everyone tried their best in the flying and thoroughly enjoyed themselves.

I might just add this snippet of information before I go for the month and that is please try to remember there is an insurance side of our hobby but the insurance will only cover you if you have paid the correct amount of fees to the club. If there are any of you who are not sure what you get for your fees then please give a committee member a ring and they'll advise you. After all we wouldn't want to have someone blinded or maimed and not be covered by our clubs MAAA policy

One more thing I may make mention of is the Committee have made a ruling that children are always welcome at the field but they must be supervised at all times by a responsible adult. If this cannot be arranged the night before you decide to go flying then it must be left to you the parent to look after them. If you are not prepared to accept this ruling as it stands then I'm afraid it may be in the best interests of everyone at the club if the children were left at home on that particular day. That's about all for this month so try and keep clear of the ground and I'll be back again soon.

*Pete....*

### A Proud Pete with his "heart stopping" Carrera Pattern Ship



#### **Carrera Specs:**

Wingspan: 73 ins; Length: 74 ins.; Weight: 4.7 kg's

Engine: OS 140 (23 cc), fully pumped 2 stroke. Output is 3.45 brake horsepower @ approx. 7900 revs; Prop 16 x 14 APC, Also running in-flight mixture control.

Muffler & undercarriage are carbon fibre. Futaba Tx and Hitec Flight pack

The plane was designed by Peter Goldsmith, one of the best model aerobatics pilots Australia has had

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**SECRETARY'S REPORT**

**Gerry de Groot**

**Ph: 0417 536 200 (BH) or 6369 5284 AH**

[gdegroot@vision.net.au](mailto:gdegroot@vision.net.au)



Hello All.

**Mower Shed Keys**

In the last Newsletter I asked that past committee members still holding a key to the mower shed let me know their key number as soon as possible so the database can be updated. To date I've heard from no-one. If you have a mower shed key, please call me with your key number.

**Transmitter pound**

For those who don't already know, we have a new transmitter pound, thanks Andrew McEntyre who built it. The pound should be used whenever there are more than three flyers present (ie same requirement as for use of the frequency board). The committee has decided that after each day's flying, the pound will be kept in the clubhouse, so no one will have any excuse for not using it.

**Nationals**

The Nationals will be held from 30th December 2001 until 6th January 2002 at Albury/Wodonga which is on the Victoria/NSW border 300km North-East of Melbourne (a little over 3 hours drive) and 560km South of Sydney, approximately a 6 hour drive. With the members of the two largest State associations of the MAAA so close, this is expected to be one of the largest National Championships on record. The Nationals will commence with registration day on Saturday 29th December 2001 and conclude with the presentation dinner on Saturday 5th January 2002. For people contemplating attendance at the forthcoming 55th Nationals, either as a participant or as a spectator, details are available from the Secretary or from the MAAA Website.

**On the 'Net**

Anyone building models may from time to time wonder what glue to use. This is especially important for inexperienced modellers who may be a bit put off by the different glues available. One website, the State College of Pennsylvania Radio Control Club, offers a table comparing

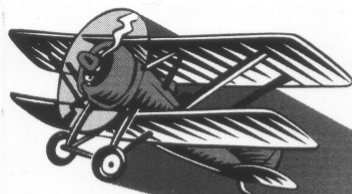
*(Continued on page 6)*



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the properties of a number of different model aircraft adhesives. It provides a very good overview of the different kinds of adhesives suitable for various stages of construction. Properties such as drying time, strength, brittleness, suitable solvents, weight and ease of sanding are all compared for 20 different glues/formulations. (eg., cyano appears as thin, medium and thick formulations). Look for it at [http://www.personal.psu.edu/faculty/a/f/afn1/scrc/Club\\_Information/adhesive.htm](http://www.personal.psu.edu/faculty/a/f/afn1/scrc/Club_Information/adhesive.htm) A bit of a mouthful, but worth the effort.

That's it for this column. Until next time, happy flying.  
Gerry de Groot



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*Alex has advised his basic rate for general repairs is \$40 per hour but as some items may not justify the time spent on them, talk to Alex and he may be able to negotiate a price for repair of smaller items. Freight back to customer is at the customers expense. Radio certification charge is \$25. Please insure expensive items. NO FIX NO CHARGE.*



# From the Editors

Hello to all,

Well it is on a sombre note that we write this editorial. The recent passing of Greg Waddle, whilst unfortunately was expected given his recent illness, is nonetheless still hard to believe. Kerry and I only knew Greg for a relatively short period of time compared to other members but he will leave an indelible impression on our minds having had the delight to meet him and to have had him take us on a tour earlier this year of the lovely home that he and Gill have so painstakingly developed. It is a testimony to Greg's skills that until recently were largely unknown to us; from the obvious model aircraft skills, to oil paintings and sketches (that can be found on the shelves of many a tourist shop), light gauge railway engines and tracks, photographic equipment (one of the largest private collections of historical cameras I have seen), a printing press used to provide the clubs and societies he was involved in with many of their printing requirements, Greg & Peters' (his son) Collection Room showing working steam models, to Hornby trains, die cast cars etc etc. Then on to another area where a fully restored vintage Sunbeam motorbike and a gleaming black Bentley are nestled away. Was there anything this man couldn't turn his hand to—we doubt it. Despite Greg's ailing health, he was still happy to show anyone interested some of his life's work.

He was a cornerstone of the club for many years. We will no doubt miss his warm and jovial nature, his empathy with the novices in our chosen hobby and unrelenting desire to impart his knowledge onto others. A measure of the man is evident by a comment made by the Examiner classified lady to whom we gave the death notice to. She said "*I have seen so many moving tributes to this man, I feel I have missed out by not meeting him*" How right she was. Kerry and I were fortunate to be amongst the lucky ones who knew him.

Elsewhere in the magazine is an article given to us by Greg, who at the time said "print at a later time ... you'll know when". It gives an insight into the ingenuity and persistence of modellers who have made our hobby what it is today.

Our sympathy to Gill, Kate, Peter and Sue. ***Rest in Peace Greg***

George & Kerry



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## Contest Directors Report

Well as mentioned in last months report the planned events for club day October 6th *did happen*.. The Novice pattern and Funfly events got under way as planned at 10 am.

The day itself was not all that good, a bit overcast and some light rain but much more was threatening but held off long enough to see the contests run and won. The Novice pattern saw three contestants take to the air, Greg Robertson, Kevin Hay and Andrew McEntyre who actually finished in that order.

Three rounds were successfully completed by all three and the judges were Peter Kidson, George Carnie and Jacques Wakae. This event was completed by lunchtime and we all retired to the clubhouse for the usual BBQ lunch provided by Alice and her helpers.

If you haven't as yet been to one of these club days or contest days and shared lunch in the Clubhouse then you are missing some good light-hearted fun and fellowship as we share things over lunch.

After the lunch break we set up our fun fly for the afternoon and the weather nearly put an end to the proceedings a few times but we stuck it out and in the end we finished up okay. My score sheets were getting a bit messy as the rain came down but we pressed on.

We ran 5 tasks which were - taxi around pylons, carrier deck take off and landing, Power and Glide, Teams race doing loops and retrieval and Power Ratio.

We had 6 starters having a go and all performed very well. I don't think we had any mishaps on the day at all and all were keen to see each event through before the rain set in. We mixed power and electric as we have done before and it all seemed to go very well. The Taxi event on the ground didn't suit the gliders too well and a light hearted exhibition of having a go saw George seated in his wheelchair holding firmly on to his glider while daughter Heather got up a full head of steam and pushed him around the course much to the amusement of all those looking on, (Well done George and Heather).

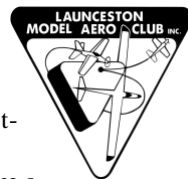
Then the scheduled Open Thermal Glider on October 20th was held in near ideal conditions, starting time was planned for 10 am but we had only 2 contestants. Things were not looking at all promising. Then Dave J turned up making 3 but alas Dave came to me and advised he had left a vital component at home so he zoomed off to get same.

So we still only had 2, Greg and George, then Richard C turned up. We now had

*(Continued on page 9)*



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3 and with Dave expected back shortly would make 4. Things were getting quite exciting. Then another contestant seemed to just happen. George offered Jacques W the opportunity to use his model and become a contestant, I supported this suggestion, so after a bit of arm twisting Jacques agreed.

By this time Dave had reappeared on the scene. We now had **5** contestants and we were away. We ran 6 rounds; 3 before lunch and 3 after lunch with the lowest score deleted.

During the hour long lunch break the power chaps got airborne, although some ran foul of the long grass and couldn't get enough ground speed to take off. Peter gave his new pattern ship an airing and when it landed it seemed to have power brakes as well. One might say the mower should have been brought out for a lap or two, All in all it was a great day and all did enjoy themselves. Scores for the last 3 events are -

Contest Scores 2001-2002				
Novice Pattern 6th October				
Conte stant	Score	Points	Bonus	Total Pts
Greg Robertson	1816	100.00	10	110.00
Kevin Hay	1460	70.39	10	80.39
Andrew McEntyre	1421	68.24	10	78.24
Fun Fly 6th October				
Greg Robertson	168	100.00	10	110.00
George Carnie	156	82.85	10	92.85
Peter Kidson	147	77.50	10	87.50
Andrew McEntyre	104	51.90	10	61.90
Kevin Hay	101	50.11	10	60.11
Dave Jacobs	76	35.23	10	45.23



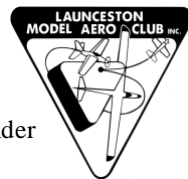
# Prop Torque..... October 2001

Open Glider 20th October				
Conte stant	Score	Points	Bonus	Total Pts
Greg Robertson	1747	100.00	10	110.00
Jacques Wakae	1675	95.87	10	105.87
Dave Jacobs	1202	68.80	10	78.80
George Carnie	1103	63.13	10	73.13
Richard Cooper	1065	60.96	10	70.96

POINTS TOTALS					
After 5 Contests					
Combined Points Total		Division A		Division B	
G Robertson	550.00	G Robertson	550.00	G Carnie	379.78
G Carnie	379.78	P. Kidson	312.86	K. Hay	215.34
P. Kidson	312.86	J. Wakae	290.39	R. Cooper	177.90
J. Wakae	290.39	A McEntyre	186.24	D. Jacobs	168.03
K. Hay	215.34			M. Lynton	58.45
A McEntyre	186.24			C Murray	32.68
R. Cooper	170.19				
D. Jacobs	168.03				
M. Lynton	58.45				
C Murray	32.68				

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The next scheduled event on the calendar is 7 Cell Electric Glider on Saturday, November 17th at 10 am.

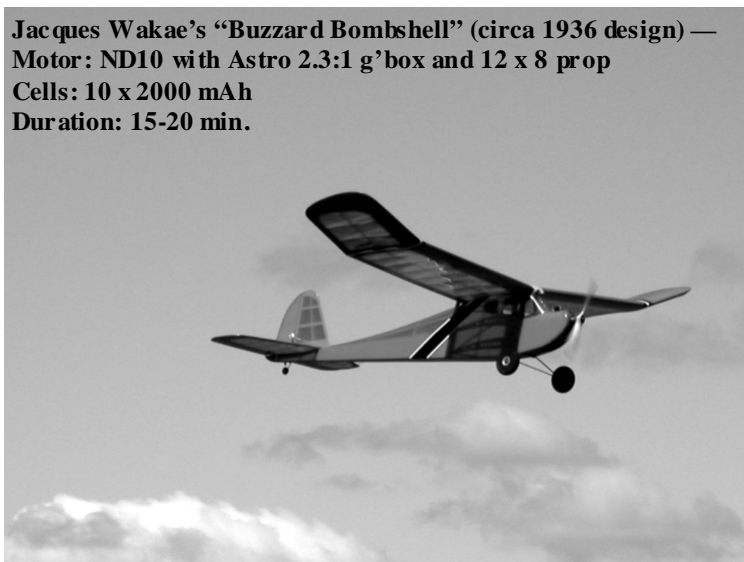
I would like to say to all who may not feel as though there is no use in coming to the field on a contest day if you are not going to compete, then you have got it all wrong. You are most welcome to bring your models and have a fly before the contest starts and during the lunch break and after it is over and if you are not competing then there is usually a job you can do to help run the event, we always need helpers.

We try to get underway by at least 10:15 am, lunch is usually between 12 noon and 1 pm, and we are mostly finished by 3 pm unless we are running 2 contests on the day.

Well that's it from me for now so as always *Happy Landings all.*

Geoff C.D.

**Jacques Wakae's "Buzzer Bombshell" (circa 1936 design) —  
Motor: ND10 with Astro 2.3:1 g'box and 12 x 8 prop  
Cells: 10 x 2000 mAh  
Duration: 15-20 min.**

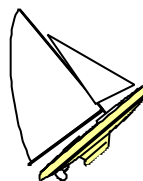




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## **An Early Recollection of Aeromodelling By Greg Waddle**

**(from the March 1981 Evandale RC Aircraft Club  
Newsletter)**

No articles sent in this month, so I have decided to inflict upon you an epic account of my own involvement in the hobby of aeromodelling.

Although I still regard myself as a young chap with an awful lot to learn about making and flying model aircraft, it is a fact I have been making and flying models for over thirty years.

My Dad used to make little planes for me when I was very young and these were the type that ended up on the roof, in the trees and hedges and amongst the ornaments in the lounge room. I also used to buy small rubber powered stick models that flew really well.

I can still remember a beautifully framed up DC3 or similar that Dad made at least 35 years ago and also a super blue glider he bought ready made, I think from Birchalls. A very exciting time for me was the day we went out to a house near Invermay Primary School and bought a Frog 100 powered control line model. The body was made of preformed ply or cardboard .... I don't even remember it flying, in fact I think the old Frog motor was worn out!

Dad made me a "Mercury Monitor" early on in the piece and I then continued making dreadful "Flying Bricks" for a year or two. Free-flight models were all the rage at the time, so I built a "Pageboy" from an Aeromodeller plan. I painted it black and white and dubbed it the "Magpie". It was a terrific little plane, powered by a Mills 0.75 (which I still have). It flew for years and often won Scrambles events. It gradually got heavier and heavier, what with countless repairs and oil soaks. I think I finally burnt it. I wish I had it now for old times sake.

Of course there was the Jetex craze. All I can remember were lots of fizzers and charred bits of balsa. It was about this time I used to make rather nice little jet catapult planes and shoot them nearly out of sight with a huge piece of elastic pegged into the ground. They were really quite lethal when one thinks about it.



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I even went into the chuck glider production business when I was about 16 or 17. I used to make kits up, with a stencilled plan and sell them through Trevor Jowett's shop opposite the Teachers Centre in Charles St. I also remember making hundreds of little chuck gliders for sale at the LMAC stand at the Launceston Show. It was there that I also flew Ken de Bomford's beautiful electric powered DC3 and Freighter. They were pylon models (not your present day pylon models). I believe he made the electric motors for them as well. I remember I was fascinated by the retractable undercarriages that were operated from the control box.

The club used to fly in a variety of sites in those days. At "Glenard" a property up Everton lane, on Don McKinnon's property at the Black Hill near White Hills, and possibly the main site which was on the left hand side of the Nile Road near the Clarendon and Deddington turn off. Dave Jacobs and his wife used to ride a motor bike out to this field. It was also at this site a rather memorable flight by Norm Sutton took place. Jack Atkins used to fly there as well.

Old motors like Frog 100's, 250's and 500's, ED Baby 2cc and Comp Specials, Mills 0.75 and 1.3cc, Allen Mercury, Amco and Miles, Elfin and later Taipan were typical of the makes that powered our planes. (We still have some of them).

I remember Mum and Dad giving me a ED radio transmitter and receiver one Christmas. This was really something but from what I can remember, the receiver never worked at all well. Dad and I used to make our own receivers and we had a lot of success with them. Most of our troubles were caused by the escapement mechanisms. Either the rubber was too tight or too loose or the little coil would tend to stay magnetised due to a tricky little wiper arm contact not making contact. Anyhow, planes consequently reacted in one of two predictable ways. They either flew for miles in a straight line with the inevitable marathon walk or alternatively, you would have a very short walk to retrieve what was left of a model after a very spectacular spiral dive. Don't get me wrong, we still had a lot of very successful flights. The receivers were of the valve variety, the early ones using 67.5 volts and 1.5 volts (later 22.5 volts), the escapement powered by a 4.5 volt battery. Planes had to be quite large to carry the weight. We had quite a



deal of success with ECC brands of receivers I remember.

The first Snow Goose (not the one I fly at present) featured very early on, originally a Boden Monoplane with slots in the wings. We used this model for our first experiments with radio. Other planes followed, such as the Brookes Biplane, an autogyro of my own design that never really flew properly, and a high wing sporty plane of our own design, powered by a 2.5 Allen Mercury motor.

It was around this time that Dad and I were asked to give a demonstration of RC flying at the Devonport Show. The ground I remember was very small and was completely surrounded by wires and lighting for the night events on the track. I am absolutely sure I would not fly there now with my modern gear but it was different, after all I was using a home made single channel receiver, we had a healthy change on the milliamp meter to operate the relay to the escapement and the rubber drive was about right..... what more reliable gear could one wish for!

I first of all flew a big powered glider of my own design and it flew well but of course I wanted to show off a little, so we then sent up the new faster high wing plane. With great pilot skill (you had to hold the button on 'til the plane was hurtling down in a spiral dive) I decided to do a loop the loop. I gave it opposite rudder .... She did the first part of the trick well but unfortunately the wings came off at the bottom of the spiral and in she came **Whooooomp!!!** Just missing some of the people by the track fence who up to that time were very enthusiastic towards the wonders of RC model aircraft.

On and off over the years Dad and I have made many planes and we have certainly been good company for one another with our common interest. Although the lovely aromatic smell of burning diesel fuel has gone, we still get great enjoyment from the hobby when time allows. Of course nearly everyone in today's "instant" society starts at a stage in advance of all our primitive attempts. I wouldn't have missed the old rubber powered models, the Magpie, the single channel experiments with Dad, for all the balsa in South America.

**Greg Waddle**



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## The AdvenTures of JAKE



### Part 5

#### Jake is a Prisoner

Jake tasted the blood in his mouth as the goon struck him again. "You will talk to me soon", he said, "I promise". He struck Jake once more this time hard enough to knock the chair over with him in it. It seemed like he had been here for weeks but it was just three days. After the injection on the sub he had slept, drifting in and out of consciousness. The submarine had slipped North, past the Trisian Islands on the Amsterdam coastline, finally docking at Bremerhaven in Northern Germany. A plane had been waiting to take Jake and his captors to Berlin where he was thrown into the back of a truck for the last part of the journey, a short trip to Rudersdorf, fifty kilo meters outside Berlin.



He had been woken up three days ago and since then had been subjected to brutal punishment, inflicted by the goon on an hourly basis in an effort to make him talk. Jake knew nothing of how he had got there or in fact where he was. What he did know was that these people and especially the goon, would pay at some point in the near future. Jake was aware of the cell room door being opened. The big German left the room and a different voice took over. A soft, mellow voice. It reminded him of Dawn and how much he missed her, she would be wondering if he was still alive. "Let me help you up". The voice wafted across the room. Although his eyes had been partially closed by swelling cause by the famous goon, a picture of the body behind this voice was building in his mind. He felt himself and the chair being lifted to an upright position. "There is no need to suffer in this way, tell us what we want to know and it will all be over". Jake replied through torn and bloodied lips. "I suppose if I told you I have no idea what you're on about you wouldn't believe me"?. "Come now", this from the voice, "You must have the information we want". Jake said, " I really don't know what it is you think I know". "Then we will just have to let Klaus continue his work", she replied.

*(Continued on page 18)*



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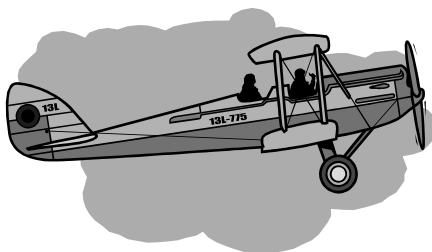
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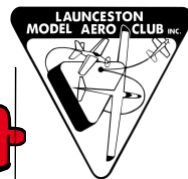
Jake saw his options quickly running out, the time to act was now and if he delayed too long he may not get out of here at all. He had quietly been working on the rope tying his hands and had finally got it loose enough to slip one hand free. Jake jumped up, grabbed the voice around the neck and made for the door pulling her with him, "Help me get out of here and I won't do you any harm". She tried to put up a fight but to no avail. Jake was not about to blow his only chance of escape by letting his hostage get free. They quickly reached the corridor, a corridor with seven doors all looking the same. "Which one do we take", said Jake, "and don't try anything funny". The girl motioned to one of the doors, "that one".

Once outside Jake quickly took stock of their surroundings, about a mile away stood a plane and if he could get there in time it may just save his life, he could hear the sound of people and they were after him. "Take me with you, It's time I was going home anyway". Jake stood there trying to take in what he had just heard. "Who are you"? he asked. "My name is Samantha Russell, I'm an agent with the British Intelligence, come on, I'll tell you more as soon as we are airborne". As they ran over to the waiting plane Jake began to wonder how long this girl had been in Germany and just what she was doing there.

He wasted no time in a pre-flight check of the airplane instead he helped Samantha in, turned the key and within moments they were airborne and heading for England.

*More next time...*





## Coming Events



DATE	EVENT	DETAILS	TIME
Nov. 2	Indoor Evening	PCYC Abbott St	7-9pm
Nov. 10	NWAM	Scale Day	9:30am
Nov. 17	7 Cell Electric Glider	Round 2	10am
Nov. 24	NWAM	Pattern Day	9:30am
Dec. 1	NWAM	Glider Day	9:30am
Dec. 8	NWAM	All Models Day	9:30am
Dec. 15	Fun Fly	Round 3	10am
Jan 19	Scale Fly In		10am
Feb. 16	Pattern Day	Nov./Sp'man/Adv./Exp.	10am
Feb 23/24	NWAM	State Pattern Ch'ships	9:30am
Mar 9,10,11	Open Glider State C'ship	Symmons Plains	10am
Mar 16	7 Cell Electric Glider	State Ch'ship.	10am
Apr. 20	Fun Fly	State Fly'in	10am
"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.			
<p>"Club Day" is the first Saturday in each month.</p> <p>"Cafe Symmons" will operate each Contest Day and Club Day.</p> <p>(Please come along to both these events. These are important fund raising events for your club . Ed.)</p>			

**Tear out this page and keep it handy**

If not claimed within 14 days  
please return to  
P.O. Box 1204  
Launceston Tas. 7250

