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Any of our older members
recognise the fliers here?
Turn to p7 to find out.

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VOLUME 12

OCTOBER

2003

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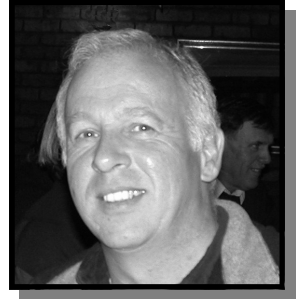


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CAPTAIN'S REPORT

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



Hi All,

It's that time again to put pen to paper and this month I'll start by saying due to the change last month with the Secretary's position we now have a vacancy on the Committee. So if any of you out there would like to take part in helping to run the club and more importantly have your say in how the club functions then let a Committee member know, we'll take it from there...

The Seven Cell group had another comp last Saturday. This was followed by the first all models day. Both went well and I'm sure Andrew will have all the details for us to read in his column.

Talking of firsts, last Saturday was a first for one of our younger members. Cameron Aitkin. He's been in flight training with me for the past few months. Out of those months we've had about five weekends where it's been suitable for him to fly.

Starting with circuits, figure 8's, straight and level runs and left hand/ right hand turns Cameron's progress has been steady. A fortnight ago he achieved his first take off quickly followed by a second.

Last Saturday, with the weather a bit on the windy side Cameron made an almost perfect landing. Not only did he get down safely but right in the middle of the strip and dead opposite himself. All

he had to do to retrieve his model was to take six steps and pick it up... My congratulations to him for his efforts. Well done Cameron...

As we have had more people making enquiries about joining LMAC in the last few weeks I thought an article on what makes a good trainer or even a bad one, (and they're out there you know).

Questions about whether ARF is better for learning?, or maybe a kit might be better. More Dihedral or less. Big plane or small. I won't try to answer the questions for you but by putting a balanced case for both sides you may be able to make up your own mind as to which you would prefer to start with. Starting this month. Big plane or small. Look out for the column further in the newsletter.

If any of you have any contributions for the newsletter then pass them on to a Committee member or straight to George in email form or simply jot the words on a piece of paper if you prefer and we will make sure it gets included. Bit of trivia for you all. Did you know there are two Westland Whirlwinds? One is a low wing fighter plane and the other, (the one I was trying to find out about), is a rather large Helicopter.

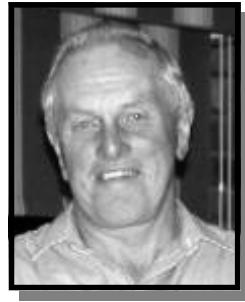
(Continued on page 10)

SECRETARY'S REPORT

Geoff Hays

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Well it has been a few years now since I have written a secretary's report, but it now appears that it has once again become my privilege to serve the club in this way.

The last time I had this job I had the treasurer's job as well, but now the load is shared somewhat and that task is being handled capably by Cliff.

As quite often with these reports, we tend to sometimes overlap a bit, but I suppose it does not matter too much, so long as you the members are acquainted with what's going on, so I will give you some of the details as to what was discussed at the last committee meeting.

Club Web Site:- As mentioned in the last newsletter, the matter of a club Web Site was being set up for perusal, this was adopted and I will let George give you the details in his Editorial column.

Heavy Models:- If you want to fly models 7kg and over you need a permit to fly and have them inspected by an authorised inspector, our inspectors are Merv Cameron and Greg Robertson.

Permits to fly are valid for a 3 year period only and need to be re-evaluated if you wish to continue flying that model, it is to be noted that it is the individual operators

responsibility to ensure that they have a valid permit to fly .

(Imagine the consequences if a serious accident happened with a large model with no valid permit to fly).

It is also interesting to note that this permit is only available by MAAA inspectors for models 7kg to 25kg only, anything over 25kgs is considered a Giant model and as such requires CASA to authorise a permit to fly.

Safety Issues :- Here we go again you might say , but I can assure you all that the info that we receive from the MAAA regarding safe flying and operations on a regular basis is quite substantial and of the utmost importance to the whole aero modelling fraternity across the country.

As far as the national body is concerned insurance matters have been the biggest headache for all, and we in our own small way as a club affiliated with our own TMAA through to the MAAA have to toe the line as it were and be doing our bit towards having a duty of care to each other.

Any escalation of insurance premiums effect us all, so I suppose the bottom line is, do not become complacent, Stick to the rules they are there to protect us all each and everyone, trouble will find us soon enough without looking for it.

Club House Keys:- I have been instructed by the committee to do an inventory of who has keys for club property, in checking our records it appears that some have keys who are no longer club members and some social non active members who really do not need a key to obtain a club newsletter or come together for the occasional social gathering also do not need a key.

The purpose of a member having a key is that it is assumed they are active flying members, and as such need to access the buildings to register in the attendance book in case of an accident and also to access the store shed for the frequency board and other items.

The key that members receive costs \$3.00 to purchase from the Secretary and is considered rental as long as they need it for the purpose for which it is intended. Should they become unfinancial then the key is to be returned to the Secretary of the day for re issue this would appear to be good housekeeping and to have control of the clubs assets which belong to the membership as a whole.

So if any one has a key that fits with what we have mentioned I would be obliged if you could return it to me either personally or pop it in an envelope and post it back to the club address, PO Box 1204 Launceston 7250.

Club Financial Year:- This has again been raised and the committee has decided to recommend to the membership that we change our financial year to run 1st July to 30th June so that it

makes for less hassles as we have had these past 2 years.

A special General meeting is to be held on Sat Nov 1st at 1pm at the Clubhouse to discuss this issue. All members are urged to make an effort to attend. Thank you in anticipation.

Club Christmas Party :- this will be held again this year at the home of George and Kerry Carnie on Sat Dec 13th after the all models fly-in.

Please note Café Symmons will not operate on that day a BYO lunch if you want to eat .

Well that's about it for me this month I had better leave a bit of room for others. So if I can be permitted to continue with my favourite saying

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

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6398 2141 or 0418 134 672



Hello to all.

I can't write anything about what's happening at the field as most of you know I haven't been there for a while. I think I'll need directions to find it again it's been so long!

So this month I'll just update you on the web site. The site is still under construction but it is now in a form where I and the Committee believe it is time to advise the members of the URL (Uniform Resource Locator so I don't get into trouble from Dave J for not explaining any abbreviations). The web address is -

www.lmacrc.com

For the moment you cannot locate it with any of the search engines (Google, Yahoo, Alta Vista etc.). New web sites have to apply to the search engines for registration but due to the proliferation of web sites and the desire to make money, search engines have introduced two ways to register. The quickest is to pay a fee (up to \$US300) and you are listed promptly. The second (usually non profit organisations) is to register and wait your turn until the site is vetted by the search engine. Unfortunately this can take many weeks or months. This is not a problem if you have the URL. Just type into the address bar of your browser, press <Enter> and you're there.

I don't profess to be an expert on web

design, so if anyone has any ideas please forward them and we'll see what we can do.

When you visit the site you will see some of the page links are not accessible. As time permits I will be creating these pages and the links will become active. One of the pages is called Member Profiles. It is the club's intention to list all members, including their photograph. I would appreciate everyone dropping me a line or email with a brief description of your main interest in the hobby (electric, pattern, helicopters??) and any other activities you like (fishing, gardening, sport etc.).

The purpose of this is to make it easier for new members to recognise the members that have certain preferences (in aeromodelling!). Also a contact point, phone, email etc. If any member does not wish to be listed (I don't know why you wouldn't) let me know otherwise by default, you'll be listed.

Until next month.....

*Put a spark in your life—
Fly Electric—
George & Kerry*

A Bit of History

As editor, I have been looking for some material that the readers might be interested in that is a little varied from the "how to" and the usual reports. Launceston Model Aero Club is one of the oldest model aircraft clubs in Tasmania. Established in 1945 just after World War 2 ended. To help us understand the efforts of the pioneers of our club (and aeromodelling in general), Dave Jacobs, one of the founding members and still going strong as a member, recalls this story;

Some have been curious as to the early activities of the LMAC so I have put pen to paper covering some of the happenings of years gone by.

My recollections are as follows –

Just after the end of World War 2, Fred Stephens started the club. In 1945 Fred placed an advertisement in the window of the Birchalls store, with the kind permission of Mr Parnell. The advertisement read, "Anybody interested in forming a model airplane club please meet at the YMCA hall". On the said night, 4 people turned up at the YMCA; Fred Stephens, Max Morrow, Dave Jacobs and a chap named Cannon whose first name I cannot recall.

Shown below is a photo published in "The Examiner" in 1946.

From the left (excluding the children in the background), Fred Stephens, the founder of the Club, Dave Jacobs holding Ken de Bomford's sailplane at Ogilvie Park. Note the homemade winch, high geared and very effective.

The model was flown at the Launceston Show, a risky activity! It flew perfectly



after a good tow and eventually landed on the trotting track in front of the grandstand, yes it really happened; no radio control either.

Another flier around this time was John Bell who lived at Beaconsfield. Now Beaconsfield, for those not familiar with

the area, is some 43 kms north of Launceston. The journey is very hilly and winding. This did not deter the likes of John Bell. John would ride his pushbike from Beaconsfield to Ogilvie Park to take part in the activities!

Perhaps I should start and tell of the brilliant idea someone had at the weekly club meeting. It was suggested that we should inquire into the possibility of using a shearing shed at the Nile for accommodation for a weekend flying activity. The owner of the property agreed to us using the shed for the stated reason.

One of the more progressing members, "Baron" Cordell asked his employer for the use of a flat tray truck to transport the boys to the field. The law of the land required that the sides of the truck be a certain height for the transport of people.

This was quickly achieved by erecting a barrier around the sides of the vehicle and we were ready to go.

A most uncomfortable trip to the field where we were to experience the most squalid accommodation you could imagine. The owner of the property was to arrive to check on our activities and we encouraged each other to be on our best behaviour lest we be requested to vacate the premises! It was fitting that we show him some of the models flying.

John Bell towed his 8ft space "Fillons Champion" sailplane for a successful flight which impressed the gentleman who after a little time departed with a look on his face indicating some concern for our mental well being.

The evenings were spent gathered around several candles and I remember someone producing a pack of cards to introduce a game of poker. The unfortunate loser was left shivering in his birthday suit much to the amusement of the group. Any modesty soon disappeared out the back door.

At the time John Bell was employed at the Tasmanian Aero Club and arranged for a Tiger Moth to land at the field and give the boys an opportunity to enjoy the thrill of flying.

I only found out a few weeks ago that it cost John a few weeks' wages to pay for the use of the aircraft. We had the idea that the Aero Club provided the Tiger for our enjoyment free of charge. Poor John, he didn't tell us he was out of pocket.

On other occasions, trips were made to the field using any transport that was available. Some would ride their pushbikes and at the time I had a Triumph Thunderbird motorcycle and sidecar. One of the chaps didn't have any transport and was persuaded to get on the pillion seat as my wife was in the sidecar with the models.

By the time I engaged top gear I had a problem. My leather jacket was screwed around about 90 degrees to my torso and finger nails were biting into my abdomen. I don't know how the poor bloke got back home. He was nowhere to be found when I was to return.

My wife was a good passenger and at times I was able to give her a smooth ride by giving the machine a lurch to get the sidecar wheel off the ground and

carry it for some distance. When the wheel again met the ground the bump was such that I was forbidden to continue with this behaviour if I wanted to persevere with our marriage.

Merv Cameron was the most fearless passenger one could hope for. The nearer one got to the sound barrier the louder he would laugh.

The first time I saw Merv was at a field at White Hills. He had a small Free Flight model, a Cardinal I think, he had the motor going full chat while holding the model in the launch position over his head. Greg Waddle's father Peter kept calling out, "let it go, let it go". He was holding onto it as if his very life was in danger.

Also of interest was the first time I set eyes on Greg Robertson. He was a dapper little chap with a bow tie on in St John Street. After inquiring I found out that he was employed at the Metropol Hotel. You will have to ask him what his responsibility was.

The other photo included is before a power-ratio competition at White Hills. From the left, Bill ter Brocke, the chap behind was killed shortly after when he fell off a military truck, then David Jacobs. The pretty ladies are Pat my wife, then Amy and Jack Atkins with

Peter Waddle.

You may notice the sign on the ground, which was fastened to the fence inviting people to come over to the field and watch the flying. Pete had made up a PA system and we were able to inform the many interested spectators of the form of competition and report the results of each flight.

After the event we were invited to Peters beautiful property down Everton Lane where we enjoyed his hospitality. He would make delicious Tuna sandwiches, which he called "chicken of the sea".

Great times of fun and fellowship. Trust you find the notes of interest and perhaps write a few notes yourself without taking too many liberties at someone's expense.

David Jacobs.

(Sincere thanks to Dave for taking the time to write this and for use of the photographs. Ed.)



(Continued from page 3)

The web site I found them on was from the search engine of Yahoo. At the top of the search box type in Westland Whirlwind and up comes this site of about two to three hundred different types of planes. From all over the world. A great site pointing mainly at Scale buffs but good for just perusing and maybe you will find a bit of trivia as I did...

Dave Jacobs caught up with me last Saturday asking me if I would test fly a model for him. I don't know if you've all seen this plane but it is a wee bit (that's Scottish George), unusual in that it has twin tail booms and a very high cockpit. Completing the unusual package is a short stubby wing used to mount the undercarriage main wheels. We tried to get the plane off the ground a couple of weeks ago but to no avail. This week however after a few modifications up she went and I think took a few by surprise by flying very nicely thank you. A few circuits were done, we landed and Dave had the next fly. I think he went home happy and that's what it's all about... See you at the field.

Pete



Dave Jacob's Transavia Air Truck successfully test flown by P5 (Pete Kidson). Another beautiful model put together by Dave!

What Makes A Good Trainer?

Introduction.

As LMAC has gained a number of new members in the past months I thought it prudent for an article based around the many types of trainer aircraft now available. The intention is to try and help the newcomer to decide which model airplane would best suit their needs. I might say at this point that the views written about over the next few issues are mine and are based on past experience. Discussed will be the main points regarding aircraft. Is a small model better or a large one? What size engine is best? Should it cost me the earth? and why do I need a trainer at all? These, and more are questions I'll try and shed some light on. So let's start.

Big versus Small and why.

To identify, (for the sake of this article), the size of a model we first have to set a boundary so let's say a model is small if the wingspan is no more than 50 inches and a big model is over 50 inches. Please bear in mind though there are not just two sizes of models and most may make good trainers.

In thinking how the two models differ in flight characteristics just take a few moments and observe the birds. A Wren for instance is capable of zipping in and out of very tiny gaps in tree branches, it's

wings thrashing at the air. Bursting with energy, everything is done at high speed. Left turns, right turns, up, down. They are no sooner in our sight than they have flown by and gone. A Swan on the other hand is completely the opposite. It still turns left or right and go up or down but all it's flying is done at a more sedate pace.

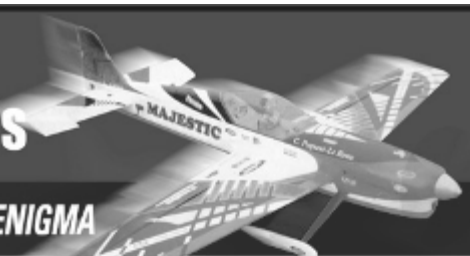
A small model will tend to leave the ground quicker than a larger one. It will want to turn quicker and in general appear to be less stable in the air than a larger one. In actual fact all that is happening is that the model is reacting quicker to your transmitter inputs. However they are mostly cheaper to buy, cheaper to run and of course easier to transport to and from the field.



A large model will in general be more stable to fly. Reacting slower to inputs the big model can give the learner time to see what is happening and allow time to correct. Bigger models may cost more, bigger models sometimes mean bigger engines with more cost again and fuel is not cheap these days.

Both size models have things going for them but they both have downsides as well. It is left up to you as to which one you think would suit you for learning. Both sizes are catered for in trainers and both can be used to train on, but before you rush out and buy one, have a chat to other club members. Try and use their knowledge to your advantage so you can get the model you need. Until next time.... Pete...

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Contest Directors Report

Andrew McEntyre
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Hello to All

Well it's good to see the weather has finally turned the corner and we should be enjoying some great flying times. The pits and strip area at the field has dried out with a lush covering of grass which was kindly mowed by Cliff Waters, on Friday before the 7 Cell competition on Saturday Thanks Cliff.

On Saturday October 18th two competitions were held at the field 7 cell glider in the morning and the first round of our new comp, All Models Day in the afternoon. Four contestants entered the 7-cell competition round 3, which was a great day except for the breeze at times gusting around 15 knots. All competitors had their test flight before we got under way with Greg Robertson having a battery power problem with his number 1 Glider so the spare model was put into action.

Dave Jacobs only completed 3 rounds due to a slight mishap with the wire fence on the left hand side of the clubhouse. Bad luck Dave I hope the model didn't sustain major damage and we will see you back with the model at the next round.

All 5 rounds were very closely contested by the remaining 3 competitors with the odd wind gust and pilots trying to land inside the 5-metre mark. I'm including the total score sheet as the best round of the day goes to Jacques Wakae with the shortest motor run and landed inside 5-metre mark in 5 minutes.

Thanks to all those competitors that competed in the competition and let's

Entrant	Round> Model	1	2	3	4	5	Total
Greg Robertson	Excel 10 Mega BL	311	312	311	311	318	1563 1st
Jacques Wakae	Excel 9 Hacker B40	312	309	292	321	216	1550 2nd
Kerry Gray	Excel 9 Mega BL	269	306	306	287	314	1482 3rd
Dave Jacobs	Spirit LG Ferrite	267	205	204			676 4th

hope the next round the weather is more on our side.

Now onto the afternoon programme the All Model Fly In, where everyone to have a general fly and just have a great time and at the end of each flight a ticket was given in a prize draw at the end of the day.

At the start of the event I imposed a minimum flight time of 2 minutes as to be fair to all competitors as some models could be capable of several take off's and landings in a few minutes. Peter K had his nice looking helicopter entered so hence a good reason to impose a minimum flight time, Sorry Pete.

At the start of proceedings Pete could have been wondering if he would make the flight time requirement. As the afternoon progressed Pete took to the skies with a number of circuits in front of the pits and Cliff Walters called TIME and Pete had completed the 2-minute time requirement. After Peter landed his helicopter and I handed him his ticket in the prize draw he was so pleased to make the time at this stage Peter is still shaking like a leaf good stuff Pete.

Other competitors in the All Model Fly In Kevin Hay with his Ultimate, Greg Robertson, Jacques Wakae with his flying wing, Cameron Aitken and his Hi Boy trainer and he also landed for the first time solo well done Cameron. It was good to see Dave Jacobs flying his Agwagon and it looked really good in the air very nice model Dave. A total of 15 members attended the day some to watch the fun and games by all competitors.

It was disappointing for Daniel Walters who had his brand new electric model but the wind was too strong for him to have a fly.

I had organised two prizes for the All Model Day one a bottle of wine donated by Kerry and Julie Gray, Thanks very much. The other a tin of biscuits donated by myself. Daniel Walters helped draw the winning tickets and the winner of the bottle of wine was Alice Robertson and the winning ticket for the tin of biscuits went to Greg Robertson. Thanks also go to Debbie and Cliff Waters for a great lunch canteen.

Please keep a note on the next competition November 15th 7 Cell round 4 and Thermal Glider starting at 9am.

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

Happy Flying

TRIVIA SPOT:

- The term "the whole nine yards" came from W.W. 2 fighter pilots in the Pacific. When arming their planes on the ground or on a carrier, the .50 calibre machine gun ammo belts measured exactly 27 feet. If pilots fired all their ammo at a target, they were said to have fired "the whole nine yards."

Atlantic record for model plane

AP - A group of model plane buffs is claiming a record after a 5kg craft flew more than 3000km from Canada to Ireland. It didn't fly high, it didn't fly swiftly, but The Spirit of Butts Farm made it all the way from Newfoundland to County Galway with a few drops of fuel to spare.

They're hoping for distance record for a flight of 38 hours, 23 minutes and 3,038.8km by a model plane that weighed just 4.9kg when it took off. For Dave Brown, who says he was at the controls for Monday's landing at Marrin Beach in Ireland, it was a great moment.

"A great cheer went up when we saw it, and four minutes later I landed it in the field. It was so thrilling," Brown said in a telephone interview.

The balsa wood and Mylar plane, which weighed 5kg fully loaded, was designed by retired engineer Maynard Hill, 77, of Silver Spring, Maryland. He launched it from Cape Spear, Newfoundland, Saturday night. The 1.8m long craft was packed with instruments that sent telemetry back to mission control and helped guide the plane in the right direction. Once in sight of the Irish coast, the plane came back under human control to be landed.

Brown, president of American Academy of Model Aeronautics, said he flew to Ireland to handle the landing. "At one point our instruments began telling us the aircraft was inexplicably dipping up and down a 100 feet (30 metres) at a time, and then we lost contact of it," he said. "We thought it only had fuel for 37 hours and we were saying that if it gets there it would get there by pure will, and by God it did," Brown added. "There was even about a shot-glass of gasoline left in the tank."

About 50 spectators met the aircraft, while Hill kept in touch by telephone from Newfoundland. If certified by the Federation Aeronautique Internationale, the flight could set world records for distance travelled by a model airplane, and duration of flight. The federation's assistant secretary-general, Thierry Montigneaux, said in a telephone interview from Lausanne, Switzerland that the modellers had seven days to give notice of their record claims, and 120 days to submit a dossier of evidence. Joe Dible, president of the Model Aeronautics Council of Ireland, said he had notified the federation via e-mail. He was at the field where The Spirit of Butts Farm landed. "It's very exciting for me, and it was an unbelievable achievement," Dible said. Brown told The AP, "When Maynard mentioned his plan to fly the Atlantic to me 10 years ago I have to admit that at first I thought he was daffy." "But I've since learnt that he is not the kind of guy you tell he can't do something to," Brown said.

Tips for Beginners

(or those who don't know everything)

LINKS

Of all the considerable number of little items that cause us problems flying RC, one has continued to stay with us - the link between our control rods and the control horn or servo arm.

Despite constant upgrading in the hardware available to us, despite the considerable number of new items in the hobby shop, we still have linkage failures now and then. We may be lucky - only a disconnected throttle - or we may lose a plane if a control link fails. Linkage problems can come from any one or a combination of 3 basic areas - the hardware itself, the modellers (or designers) installation, or from wear and tear over a number of flights. In this article, we'll look at some of the typical types of links and examine good and not so good features of each. See diagram.

The Z-Bend: Used right from the inception of escapements and servos, the z-bended piece of music wire WORKS, and has negligible chance of disconnecting. They're easy, cheap, totally reliable. So why not use them everywhere? First, there is no way to adjust a z-bend; you're stuck with it once installed. They're relatively hard to connect and disconnect, they usually require drilling out the holes on standard servo and control horns, and have a tendency to self-enlarge those holes over time, causing slop. But they're still very useful in some installations - an

example would be the connections on an aileron bellcrank hidden in the wing, where you can't see to inspect or get in to adjust anyway. Here the reliability of the z-bend overshadows any other considerations.

The Snap Link: These wonderful little devices are heavily used, and rightfully so. They come in metal solder-on, and nylon and metal screw-on forms, and can very easily be connected or taken loose. The screw-on types, of course, provide for easy linkage adjustment. So where's the problem? For one thing, the lead-in from the control rod must stay pretty close to the plane of rotation of the control or servo arm; while they rotate nicely IN their little holes, any bending in other directions tend to make them self-disconnect. And they can also cause binding if they are over-rotated up against the servo or control horns. The nylon types can break, the metal screw-on types can vibrate on the threads, causing radio glitches or even thread failure. A small piece of silicone fuel tube slid over the connected link acts as a keeper.

The Snap Link with Keeper: There are several ways to keep the snap link from being wrenched open and off, ranging from a piece of fuel tube slipped over it to some neat little springs that do the same thing. Perhaps the best, though, is the "golden link" which has a metal clip that will keep the link positively closed until YOU want to open it. For positive peace of mind, these are worth the money!

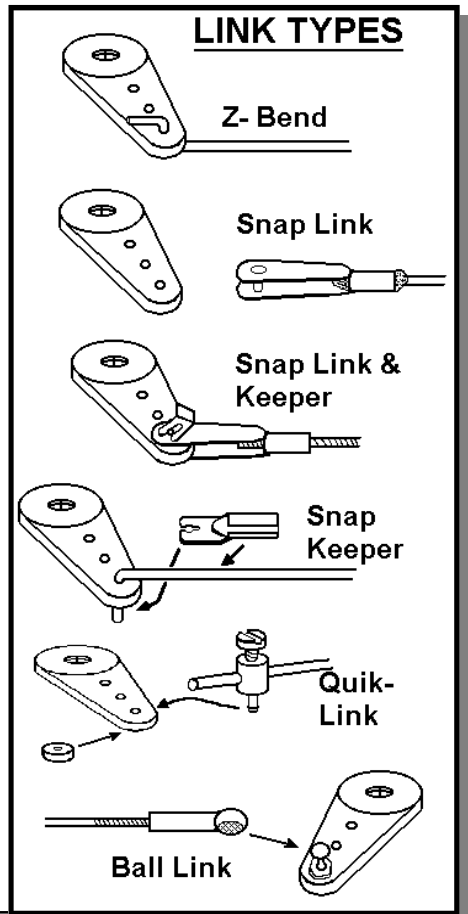
Snap Keepers: These are nylon clips that will (hopefully) keep an L-bended wire onto its control or servo arm. They snap on the wire on both sides of the arm, and in a low-stress installation may be useful. NOT recommended for critical flight controls.

The Quik Link: Perhaps the easiest of all to install, these are indeed quick - just insert into a hole in the servo or control arm, snap on a nylon keeper, and thread through the wire or cable, and tighten the screw down where you want it. But these links have some pitfalls which may cost you a plane if used on flight controls. First, the nylon keeper "button" that holds the unit on the control or servo arm may come off, allowing the whole thing to disconnect - this is especially true if there is any wrenching or twisting involved. And under those conditions, they may not want to rotate properly, causing binding. Also, especially when used with music wire, the screw can slip. Quik Links are quite often included as kit hardware, but a lot of careful flyers will only use them on throttle cables, if at all.

The Ball Joint: These cost a bit more than other links, and are quite often worth it. A ball joint has it all - positive no slop control, no binding with moderate wrenching or twisting, easily adjusted, and hardly any way they will disconnect themselves. In any situation where the control arm must be free to swing in more than one direction, this is the way to go - the connection to the servo on a strip aileron installation is an obvious example.

NOTE: Almost all the above hardware comes in two popular sizes - 2-56 and 4-40. These figures refer to the wire and thread sizes involved, the 4-40 hardware being much heavier and stronger than the 2-56 versions. The heavier gear should be used in any plane above .60 size, and should even be considered for a fast .60, especially on aileron and elevator control systems.

More information concerning how you set up your control systems will be addressed in future articles.



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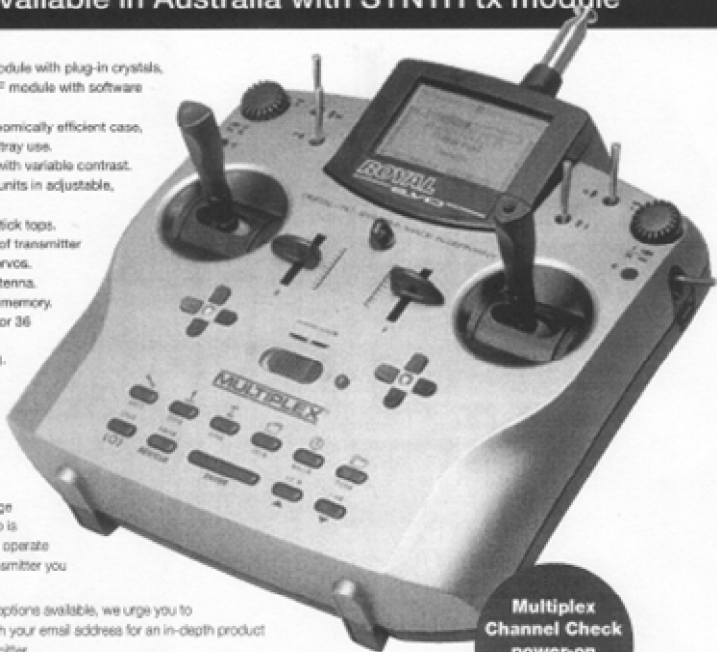
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Coming Events



DATE	EVENT	DETAILS	TIME
<i>Nov 1</i>	<i>LMAC Club Day</i>	<i>Lunch</i>	<i>~12 noon</i>
Nov 8	Scale Day	Highclere	9:30
Nov 15	7 Cell / Thermal	Round 4 / 2	9:00
Nov 22	Pattern Day	Highclere	9:30
Nov 29	Pattern Day	Round 3	9:30
Nov 30	Glider Day	Frogmore	9:30
Dec 6	All Models Day	Highclere	9:30
Dec 13	All Models Fly In	Round 2	9:30
Dec 13	Christmas Party	George & Kerry's	4:00

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.)

Candid Camera

Many thanks to Cliff & Debbie Walters for providing the following photos from the October Club Day.



Has to be the youngest learner around! Daniel Walters in the hands of Greg R. No doubt Daniel will be another whizz when he learns the ropes.



Peter K showing us that the inverted lawnmower works! It won't be long before Pete struts his stuff and shows us what it can really do.



Thunderbirds are Go!
Or is Cameron doing a victory dance after his successful landing?