



Official Newsletter of the Launceston Model Aero Club Inc.  
PO Box 1204 Launceston 7250 [www.lmacrc.com](http://www.lmacrc.com)

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# Prop Torque

## From the President

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Hello everyone

I trust this issue of Prop Torque finds everyone well and getting ready for a long dry summer. Of course, depending on your point of view, a long hot summer may be just what you want if you enjoy seeking out thermal lift. And lift is not just for gliders. If you have a power model, either electric or IC, with a comparatively light wing loading, try shutting down the engine (or reducing to idle) and flying a very large circle until you see the wings appear to tilt - this will indicate that your model has encountered rising air. The trick is to then turn quickly enough to stay in the area of lift. In a really large mid-summer thermal, which may reach 30m across, you will find that you can gain altitude very quickly, provided that you stay 'centered' in the thermal.

One small thing to remember is that what goes up must come down, and so it is with thermals. The air that has risen is always accompanied by areas where the air, having cooled down, starts to descend. This is called 'sink' and can reach severe proportions! The

rule for motorless flight is therefore, stay in lift and avoid sink!

Back to gliders. The recent thermal glider "do" (it wasn't a competition for various reasons) was flown in very windy conditions with interesting results. I flew my 30 year old semi-scale wooden glider off the electric winch for the first time. This was possible only through the gentle persuasion of our Vice-President Greg Robertson, who, with an equally gentle foot on the winch switch, coaxed many other models besides mine to great heights. Thanks Greg.

On the subject of electric aircraft, some readers may remember that I described an electric powered self-launching glider some time ago. This aircraft has since been commercialised. I read of another interesting example of a full-sized electric aircraft recently. It is a tandem wing "flying flea" type and was homebuilt, entirely of metal. It is powered by four 2.5kW brushless motors, coupled to a

single prop shaft. The battery is said to be an 8S Lipo that delivered sufficient charge for a ten minute flight made up of five circuits of the builder's local airfield.

I'm not sure that flying a full-sized electric aircraft is my cup of tea, but it's certainly interesting. Apparently (and I'm not sure of my facts here) electric powered full-sized aircraft were demonstrated at Oshkosh this year. It was reported that many observers were quite unnerved by the sight of a full-sized aircraft flying silently by with only prop noise. It seems very likely that the cost of oil will not only accelerate the development of better batteries for electric road vehicles, but also for aircraft. So plenty to watch out for here!

I look forward to seeing you at the flying field, hoping to catch a whiff of methanol (or maybe diesel) exhaust.....

**Gerry.**

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## From the Secretary

Geoff Hays: 6326 7967 / 0408 559 606

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Hi All,  
Well here I am again and this month I have a bit to pass on to you all: at our recent committee meeting a number of issues were raised.

**Firstly:** - our Annual Dinner will be held at the Centennial Hotel in Bathurst Street on Friday 14<sup>th</sup> of November at 7PM to which all club members and family are invited to attend.

There will be some special awards given this year: who knows, you may well be one of them so don't miss out! There will also be a number of lucky door prizes to be won, in addition to the usual complimentary drink, so it should be a good night out mixing with friends --- **BUT I NEED TO KNOW HOW MANY ARE COMING IN ORDER TO BOOK THE VENUE BY THE 10<sup>TH</sup> OF NOV.**

**Secondly:** - Please note the change to our December events: the **Club Day and the family Fun-fly** has been combined into one event on **December 13<sup>th</sup>** from 10 AM onwards.

It is also proposed to have a **car boot sale** at the field on that day, when anyone may come with anything that they have no further need of and hopefully sell it and/or swap it for something else that someone else may have. It is a good way of making good use of our resources.

The eating arrangements for that day will be our usual BBQ and some other types of food to enjoy, but we wish to keep it simple and not make too much work for a few volunteers to handle.

But best of all it will be FREE! However I will also need to know if you, and how many with you, will be there for catering arrangements, we do not want any one to miss out on the tucker by not having enough.

**Solar panel:** - the committee is about to purchase a solar panel for the machinery shed for the purpose of keeping our mower and winch batteries charged up. This may also be developed in due course to accommodate those needing to charge their field batteries or models as the case may be whilst at the field.

**Theme Days:** - It was suggested that the club might introduce "theme days", when members would be invited to bring along a particular type of model for a fly-in type of event, with similar planes EG: scale, Pattern, Gliders, Old Timers, etc.

Such events would be held on a club day: dates for starting this will be published when a schedule has been made out.

**Pattern:** - The November Pattern day is coming up on the 15<sup>th</sup>, timed to start at 1PM. There will be general flying till that time, with a BBQ to follow, so why not come? The event will be a basic pattern type and instruction will be given to those

that are unsure of what it is all about.

**Displays:** - All clubs have received a letter from the MAAA secretary on the subject of public flying displays and I shall put a copy of this on the club notice board for members to see.

Briefly it states that all such displays carried out under the banner of the MAAA, by which we are insured, must conform to the requirements of the MAAA, MOP (Manual of Procedures) section 019.

[www.maaa.asn.au](http://www.maaa.asn.au)

This not only covers public events but also private events, where organisers allow people who are not MAAA members to attend This procedure is to ensure that the general MAAA membership does not have our insurance cover prejudiced by displays whose flying conditions have not been adequately assessed.

**Car Parking:** -The committee wishes to remind members of their obligation to park their vehicles appropriately when at the field, whether they may be the only one present or not. The area in front of the pits is only for unloading and reloading of models: all vehicles must then be taken to the car park on the clubhouse side of the road. The reason for this is that the Symmons Plains property management and staff need to use the road regularly, and often with large farm vehicles and machinery. It

is at *their* request as well as for safety of property, that the Club Rule 2, part 10 exists  
—***It Is Their property not ours.***

**Birthdays:** - The birthdays for this month are, --- Ian Campbell, Royce Close, Graeme Jones, Andrew McEntyre—We would wish them all a happy birthday and all the best for the year ahead.

**Events:** - To ascertain whether an event has been cancelled or changed, it is best to check the club web site or give the CD a call prior to going to the field if you want to take part.

Well I think that just about wraps it up for me for another month but please don't forget to let me know numbers for the **dinner on the 14<sup>th</sup> November, and also for the family day on the 13<sup>th</sup> December.** Don't forget the car boot sale!  
I leave you with this thought: - **"There's never enough time to do all the nothing you want."**

Happy Landings all

**Geoff.**

### ***From From the Contest Director***

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**email: [cklimeck@bigpond.net.au](mailto:cklimeck@bigpond.net.au)**

Saturday 18 October - Thermal Glider

Once again the weather wasn't very kind to us with a stiff breeze blowing at between 16 and 27 km/h with no sign of any thermal activity.

It was decided by those present to just have some general towline launch gliding & perhaps a light hearted see who could stay aloft the longest.

I was a bit out of sorts following the passing of my mother during the week and had forgotten to bring the stopwatch.

Greg, George, Gerry, Dave and Geoff had a number of flights battling the windy conditions, with Greg and George appearing to be close to having equally long flights.

Dave had damaged his glider on a test glide and had to make some repairs. Gerry was battling not only the windy conditions but also a rampant "T" tail! It appeared as though the snake going up to the full flying tail plane had come adrift, causing some very interesting gyrations!

Geoff became a bit disoriented when his glider was blown down wind ending in a vertical arrival.

Luckily the damage is repairable.

There were a few calls of "Mind your heads!" as gliders swept low overhead bringing memories of free flight competitions.

While all this was going, on other members where happy flying powered aircraft in some general flying

I would like to thank all those who offered their condolences for the loss of my mother.

**Chris**



The Victa Air Tourer as photographed by Max Wiggins in Nowra Museum. (see below and last month).

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First of all I guess you all noticed my misprint in the last editorial, in which I called the CT4B a "CT8", which I missed and was politely corrected by George who gave all the technical details! Max Wiggins kindly sent a picture of its predecessor, one of the original wooden prototypes of the Victa Air Tourer which is in the Nowra Museum, as seen above.

While visiting my son and wife in Tamworth, we also went to see the local model aero club. Although it was the Club day, only one pilot was there because all the other members had hired a bus to have a look at an alternative site! A local developer has bought the land on which their club, with purpose built bitumen strip, is situated, and has told them to vacate the site. We are certainly very lucky where we are.

I overheard a similar story in a modeling shop in Perth WA, where modelers are facing closure of their club on one day per weekend, because a new suburb has been built around the strip and the landowners can no longer put up with the noise of the models! Indeed one householder said she didn't even agree with R/C gliders flying overhead in case they land on the house.

The loan pilot was Phil Crocket who gave me permission to publish his rather unusual method of starting his model when no-one is around! The first photograph shows the method he has devised for solo starts.

The 'plane is a 3D "Bling", powered by a 62cc Zenoah (petrol) engine, using a 22" x10" propeller.



The starter was made from a 4 stroke 96 cc garden edging machine. As you can see from the next photo, he restrains the model with a special bar, which is seen lying in the foreground. The bar fits behind the undercarriage, attached to the wing restraints, when used for solo starts.

In the background you can just make out the bitumen runway. Apparently the Bling is very fast and performs well!



I thought that this was quite unusual, but would be very hesitant about starting any large aircraft on my own, even with these precautions.

On another subject altogether, I was discussing the resurrection of old parts of crashed models, with Alan Johnson recently, when it occurred to me that a quick way to become airborne again might be to attach motor, old wings, tail feathers and electronics, to a make-shift fuselage as a temporary measure, while carrying out definitive repairs, re-builds or finding a new ARTF subject. There are several modeling sites on the web, one of which gives multiple plans which might be of interest to the non-purist tinkerer in a hurry, and anxious not to spend too much time or money.

This is [www.spadworld.net](http://www.spadworld.net) which caters for SPAD or "Simple Plastic Airplane Design". There are plenty of plans on the site. Some of the designs are quite imaginative.

*Richard.*

## Events Calendar for 2008-09

|                       |   |
|-----------------------|---|
| July 5 <sup>th</sup>  | Club Day  |
| July 19 <sup>th</sup> | F/F 9.am----- Old timer ----- 11.am                         |
| August 2nd            | Club Day  |
| August 16th           | F/F 9.am----- Old Timer ----- 11.am                         |
| September 6th         | Club Day  |
| September 20th        | Electric Glider ---- ----- 1.pm                             |
| October 4th           | Club Day  |
| October 18th          | Thermal Glider ----- 1.pm                                   |
| November 1st          | Club day  |
| <b>November 14</b>    | <b>Annual Dinner – Centennial Hotel 7 for 7:30pm</b>        |
| November 15th         | Club Pattern ----- 1.pm                                     |
| December 6th          | Club Day  |
| <b>December 13th</b>  | <b>Fun Fly Family Day Christmas BBQ ----- 10.am onwards</b> |
| 2009:                 |   |
| January 3rd           | Club Day  |
| January 17th          | Scale Day ----- 10.am till 2.30 pm                          |
| February 7th          | Club Day  |
| February 21st         | Thermal Glider ----- 1.pm                                   |
| March 7th             | Club Day  |
| March 21st            | Electric Glider State Championships – 10.am                 |
| April 4 <sup>th</sup> | Club Day  |
| April 18th            | Club Pattern----- 1.pm                                      |
| May 2 <sup>nd</sup>   | Club Day  |
| May 16 <sup>th</sup>  | Fun Fly Day ----- 10.am till 2.30 pm                        |
| June 6 <sup>th</sup>  | Club Day  |
| June 11 <sup>th</sup> | Annual General Meeting                                      |
| June 20 <sup>th</sup> | Scale Day ----- 10 am till 2.30 pm                          |

### Number of events by category:

|                         |           |
|-------------------------|-----------|
| <b>Free Flight:</b>     | <b>2</b>  |
| <b>Old Timer:</b>       | <b>2</b>  |
| <b>Electric Glider:</b> | <b>2</b>  |
| <b>Thermal Glider:</b>  | <b>2</b>  |
| <b>Pattern days:</b>    | <b>2</b>  |
| <b>Scale Days:</b>      | <b>2</b>  |
| <b>Fun Fly Days:</b>    | <b>2</b>  |
| <b>Club Days:</b>       | <b>12</b> |