



# PROP TORQUE



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

# SEPTEMBER

# 2001



# Prop Torque..... September 2001

## COVER PHOTO

Clarrie Murray with his pride and joy a "Cherokee" that he partnered with to get his Bronze Wings—  
*Congratulations Clarrie*

### EXECUTIVE...

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

**Next Committee Meeting:**  
**Monday, October 8th at**  
**7:30pm at Greg 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**

Hello to all. Not much to report on this month so for once I'll keep it short, hurray I hear from all corners.

As far as contests go we've had a bad run really with the weather. It's not been nice at all, the last fun fly was cancelled and Saturday the 15th, (Pattern day) was also cancelled due to the weather.

For those interested the next pattern day is to be held by the Northwest club at the Highclere field on the 30th of September not the 29th as advertised in the contest calendar. If you wish to go and compete or just watch let me know and we can arrange something.

The annual dinner was held on the 14th of Sept and was reasonably attended and although quiet it turned out to be a nice evening. We were missing a few regulars from the evening so the conclusion must be that it is these few that make all the noise.

The usual Trophies were given out although both recipients were absent, however next year is going to be different with many more trophies being awarded for different things. So the annual dinner next year promises to be a grand affair. That's about it from me.

Level wings and all that.

*Pete...*





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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.

Congratulations to Andrew McEntyre on qualifying for his Gold Wings and Clarrie Murray on getting his Bronze Wings. Great to see club members improving their flying standards and getting recognition for it. The club needs to encourage as many as possible to take these tests.

### **Railex:**

In the last issue of Prop Torque there was a call for a volunteer to run the LMAC display at this year's Railex. As no one came forward by the due date, the committee decided that LMAC will not participate this year.

### **Mower Shed Keys**

Members would be aware that access to the club's lawnmowers was traditionally restricted to committee members, who were issued with a key to the mower shed. At the last meeting, the committee decided that access should be extended to other members specially delegated by the committee. Could any past committee members still holding a key to the mower shed let the Secretary know their key number as soon as possible so the database can be updated. Your cooperation would be greatly appreciated.

### **Annual Dinner**

Nineteen people turned out to enjoy a very pleasant Annual Dinner on Friday, 14 September. It was perhaps a little more subdued than last year (apparently), but this was probably expected after the terrible events of the preceding days. Congratulations to John Lovell who won the coveted raffle prize - a magnificent flight box made by Andrew McEntyre.

### **On the 'Net**

For those glider pilots who may be contemplating a larger scale glider project, there are a number of sites which advertise superb kits in fibre-glass. These are apparently of a very high standard and as such attract

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high prices, especially when landed in Australia. Well, we can always dream! A good site to start with can be found at <http://www.roedelmodell.de/englisch/seglerg3.htm> where a very attractive Ka 6E is shown. There appears to be a growing interest in large sized scale gliders (1:3 scale not uncommon), especially in Europe.

## Project

My Old Timer project is well under way, although building time is limited. So far the tailplane, fin and most of the fuselage are complete. I've left the (undercambered) wings 'til last.

That's all for this month. Until next time, happy flying  
Gerry de Groot



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## The Adventures of JAke

### Part 5

**Jake is taken below.**

Jake was shoved into a small darkly lit room. His hands were bound behind him and he was pushed to the floor hitting his head on the side of the bed on the way down. Jake woke up a few hours later, cold and still damp from his ordeal in the sea. He quickly came to his senses, feeling the sub rise and fall with the motion of the sea he rightly concluded it must be night time and the sub was on the surface. Where it was heading was another matter though, but Jake had the feeling it was going to lead to more trouble.



Footsteps came along the corridor coming to a halt outside the door. He heard the lock click open and the door creak as it too opened. "Get up", this from the giant German Jake had tangled with on the surface, "get up and come here". Jake struggled to his feet. The German grabbed Jake by the arm and manhandled him to the bridge where he was addressed by the Kapitan. "Ah! Englander, welcome aboard my little submarine, please sit down", He was pressed firmly into a chair. "Tell me what is your name", the Kapitan spoke in English. "Sod off", said Jake, not really sure if this tack was the right one or not. "I'm telling you nothing so don't bother asking". The big German, or the goon, as Jake had named him grabbed his hand and crushed it with such force it made Jake cry out. "I can make him stop", said the Kapitan, "So can you if you wish, all you have to do is tell me who you are and what were you doing in the yellow dingy"?.

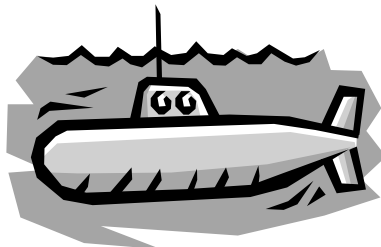
The goon squeezed Jake hand again, this time harder, spurring Jake to answer. "Jake, my names Jake". The goon smiled as he let go of Jakes hand knowing he had got the better of the little English man. Little did he and the Kapitan realize Jake had been pretending to have a low pain threshold and it was this that had made him give in easily. "What do you want to know?". He said through clenched teeth as he looked straight at the German to see if there was any kind of weakness he could quickly get at.

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“You will tell me all I want to know in good time “, said the Kapitan, “but for now you will be taken back to your room, it is time for us to dock”.

All this time Jake had discreetly been moving his hands from side to side in an effort to loosen his bonds and it was working. “Just another few seconds and I’ll be free”. As the rope dropped away Jake lunged at the goon, he slammed a fist into the squat looking nose instantly drawing blood and knocking him over and out through the door. The goon tripped on the door sill in his haste to get back, fell and knocked himself out cold. “That’s lucky”, thought Jake, “maybe I’ll have a chance now”. As he moved to gain a new position the Kapitan hit him from behind with the butt of his pistol. Jake turned with blackness slowly covering his eyes from the blow he swung a final fist in the general direction of the Kapitan. It connected by sheer fluke. The Kapitan staggered backward. “Get him out of here”, he shouted, wiping the blood from his torn lip.



Jake was dragged back to his room where once again he was shoved in and bound.

Even though his senses had been dulled by the blow, he was aware of the sharp pain of the needle in his left arm. He tried to struggle as this sensation of numbness crept very quickly up his arm into, blackness, nothing. He was asleep. Jake would not wake up until he was in Germany.

*More next time.*





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### **INDOOR HAPPENINGS From Norm Bainbridge**

The prophetic words of Dickens 'It was the best of times, it was the worst of times, it was the age of wisdom and the age of foolishness' are perhaps an appropriate description of our last indoor gathering which attracted eleven fans of these models and saw six of them fly. It was good to have Tony and Jamie Kulhanek along, with Jamie quickly coming to grips with flying his Hangar Rat indoors, turning in consistent flights with a best of 1:18. They told of a marvellous flight outdoors with a Rat—alas it simply disappeared off into the blue yonder!

Another with his Rat well sorted was Daniel Penkevics who returned a 1:23. John Kitson once again logged the best Rat time for the evening for a 1:55 but possibly also recorded the shortest with a flight of 11 seconds! Three 'First EZB's' made it to the night, Bruce Nye with a plane that has been flying for a little while now, evident by his time of 3:34, David Jacobs who used the occasion to trim a new model which by the end of the night was doing all the right things and posting times of 1:30.

My EZB wasn't improved when my glasses fell out of a pocket onto the model when packing it for transport (how foolish of me!) and refused to fly until I build a new wing so it was back to the ancient Rat to get a spot of air time. Even the latter was to prove to be a hassle, as I had intended to make up some new rubber motors but had not done so, in consequence was plagued by motors blowing. Must prepare better or more correctly must prepare, for next month.

The vital ground crew included John de Groot, Stephen and Nicholas Boag. Special thanks go to Nicholas for his work with the stopwatch which provides such a useful measure of progress.

Afterwards we adjourned to the Canine Noir for some socialising over a coffee.





## Contest Directors Report

Well here we are again, I have returned from my 10 weeks of wanderings in our little van (which we affectionately call the box) over much of the eastern side of the big Island. We had a great time, I did not become involved in any model activity at all, but I did see some very interesting model helicopter flying whilst visiting the Caloundra air Museum, and also visited the Nowra Air Base Museum, very good. I was disappointed that the August Fun Fly did not happen as scheduled due to bad weather, and of course the pattern day this month which also had to be canned due to wet blustery conditions..

We made the choice to cancel due to weather forecasts on the Friday night at the Dinner (which by the way was very good) and it would seem that we made the right decision this time. But of course we are down (2) contest days now in this current calendar due to these cancellations.

So I ran the idea of including another contest day next month by our President so as to give the flyers a chance to get some more points on the board seeing as we are down, we both thought this would be OK.

So this is what we will do (weather permitting) but it **WILL BE** a great day, October 6th Club Day, we will run a Novice Pattern contest so that all who are getting interested in pattern and we believe there are a few who are, will have a chance to have some practice.

I might add this will be Novice only, but Sportsman flyers are encouraged to participate so as to give the novice flyers a chance to raise their standard, something to aim for.

There is a copy of the novice schedule in this newsletter to familiarize yourselves with.

We will start at 10am so please try to be there by around 9am to get set up and have a practice fly before hand so we can start on time, the event will run from 10am to around 12 noon then lunch in the clubhouse as usual.

Then 1pm or thereabouts we will have a fun fly for a couple of hours or so, the fun fly is for models capable of engine stopping, gliding and being able to taxi around corners as well as landing on the spot.

I won't designate a schedule but if you bring a model suitable you won't have any problems with what we will do, we will include Electric Gliders as well, *Now this is Club Day Oct 6th.*

The next contest day will be 2 weeks later on Oct 20th, Open Thermal Glider 10am.

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You will find the scores to date of both contests run and the placings in combined and in divisions **A** and **B**, I might add that the committee has not yet completely decided just how we will allocate **A** and **B** this will be decided in December after a few more contests have been run but these are the scores as they stand at present with a slight modification to **A** and **B**, the fun fly points for June 16th as published in the June newsletter I omitted to include the bonus points for each flyer.

It may be worth noting for those who do not know that each contestant in a contest receives 10 bonus points for entering a contest, also which is probably not known that if an LMAC member enters a contest run by another club, then if I am given the scores and members who take part I will add your appropriate scores on the way we do it for ourselves. Any Club member is welcome to go to other Clubs events as they are to ours, so if you wish to add to your points it is in your own interests to compete.

Well that's it from me for now, I hope to see you on Oct 6th.

Happy landings all.

Geoff C.D.

<b>Contest Scores 2001-2002</b>				
<b>Fun Fly 16th June</b>				
<b>Conte stant</b>	<b>Score</b>	<b>Points</b>	<b>Bonus</b>	<b>Total Pts</b>
Greg Robertson	194	100.00	10	110.00
Peter Kidson	185	95.36	10	105.36
George Carnie	167	86.08	10	96.08
Jacques Wakae	156	80.41	10	90.41
Andrew McEntyre	136	70.10	10	80.10
Mike Lynton	94	48.45	10	58.45
Kevin Hay	87	44.84	10	54.84
Clarrie Murray	44	22.68	10	32.68
Dave Jacobs	41	21.13	10	31.13

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<b>7 Cell Electric Glider 21st July</b>				
<b>Contestant</b>	<b>Score</b>	<b>Points</b>	<b>Bonus</b>	<b>Total Pts</b>
Greg Robertson	1496	100.00	10	110.00
George Carnie	1465	97.92	10	107.92
Jacques Wakae	1408	94.11	10	104.11
Richard Cooper	1335	89.23	10	99.23
Dave Jacobs	43	2.87	10	12.87

<b>POINTS TOTALS</b>					
<b>After 2 Contests</b>					
<b>Combined Points Total</b>		<b>Division A</b>		<b>Division B</b>	
G Robertson	220.00	G Robertson	220.00	G Carnie	204.00
G Carnie	204.00	J Wakae	184.52	R Cooper	99.23
J Wakae	184.52	P Kidson	105.36	M Lynton	58.45
P Kidson	105.36	A McEntyre	90.10	K Hay	54.84
R Cooper	99.23			D Jacobs	34.00
A McEntyre	90.10			C Murray	32.68
M Lynton	58.45				
K Hay	54.84				
D Jacobs	44.00				
C Murray	32.68				



## NOVICE PATTERN SCHEDULE

**NOVICE PATTERN** pattern is flown on a handicap system.

You may nominate up to two manoeuvres before the competition that you will not be flying.

Centre the manoeuvres in front of you.

Flight line should be 50 to 100 metres out and parallel to strip.

All-manoeuvres start and end with flat, straight lines of about 20 metres.

**TAKEOFF SEQUENCE** (upwind): Takeoff and turn away 90°, level wings (sequence completed).

Suggest procedure turn to give lengthy trim pass. NB ensure model is trimmed.

**TWO INSIDE LOOPS** (upwind): Start at the centre. Make sure loops don't spiral in or away.

**TWO HORIZONTAL ROLLS** (downwind): Constant roll rate, flying high is OK.

**CUBAN EIGHT** (upwind): Crossover/rolls to be centred in front of you and part loops to be of same size.

**PROCEDURE TURNS** Two one downwind followed by one will start and finish heading downwind: at constant height, turns of same radius. **At end, immediately enter downwind inverted flight.**

**INVERTED FLIGHT** (down wind): Half roll to inverted, count the seconds to the centre, then "uncount" the seconds so manoeuvre stays centred, then half roll to upright.

**HUMPTY BUMP** (upwind): Start at the centre.

Vertical climb is determined by model's capability -vertical flight must be established.

Part loops (1/4 at bottom, Y2 at top) should be of same radius.

**IMMELMAN TURN** (downwind): Start half inside loop a whisker past



centre; when at the top, half roll and fly straight and level for 20 metres.

**You are immediately lined up for your descending 180 turn.**

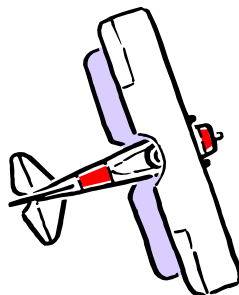
**DESCENDING 180° TURN** (starts upwind, finishes downwind):

This manoeuvre takes you into your downwind landing leg, continue into landing circuit.

**FINAL APPROACH & LANDING** (upwind): Judging commences after final turn.

: YOU MAY GO AROUND AGAIN WITHOUT PENALTY IF YOU HAVE ANY CONCERNS ABOUT YOUR LANDING APPROACH.

(as often as required).



## *Rules of Flying*

**Submitted by Robert Laing**

- Every take-off is optional, every landing is mandatory
- If you push the stick forward the houses get bigger. If you pull the stick back they get smaller. That is, unless you pull the stick back all the way back, then they get bigger again.
- Flying isn't dangerous. Crashing is what's dangerous.
- It's always better to be down here, wishing you were up there than up there wishing you were down here.
- The propeller is just a big fan in front of the aircraft to keep the pilot cool. When it stops, you can actually watch the pilot sweating.



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# From the Editors

Hello to all,

There is often some confusion and debate about the methodology used to calculate the scores for the 7 cell electric glider competitions and this prompted our erstwhile President to call for someone in the electric fraternity to document the procedure. Accordingly, I have listed below an extract of the rules applied at this years National Electric Flight Rally program. If we have general acceptance of this from our competitors, then I believe we should adopt this for future events.

## 7 Cell Electric Glider Rules

The aim is to fly a 5 minute (300 second) flight and a spot landing with the minimum motor run. A minimum of 2 flights must be flown to constitute a contest. If more than 2 flights are flown, the lowest flight score of each contestant shall be discarded and the remaining flight scores added to obtain the final score which will then determine the competitor's position in contest.

### **Scoring:**

- 1 Point will be awarded for each **full second** of flight time, up to 300 seconds.
- 1 Point will be deducted for each **full second** over 300 seconds.
- 1 point will be deducted for every **full second** of motor run.
- Landing with the nose of the model within
  - **5 metres** of the landing spot scores **30 points**.
  - **10 metres** of the landing spot scores **20 points**.
  - **15 metres** of the landing spot scores **10 points**.
- No landing points are awarded if the model comes to rest after 330 seconds duration.
- The flight battery pack is to have a **maximum** of 7 NiCd cells.

### **Timekeeping:**

- Two (2) timekeepers are required per contestant.
- The timekeeper recording the motor time shall start his watch

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every time the motor is switched on. The pilot must announce the switching on and off of his motor to the timekeeper with the words “on” and “off”.

- The timekeeper recording the duration shall start his watch at the moment the model leaves the hand of the launcher and stop his watch when the model comes to rest.

## Christmas Raffle

Tickets are now selling for the Christmas raffle.



**1st Prize (kindly donated by Birchalls) -  
Classic Collectors Edition 1/18th Scale Model  
Greg Murphy Racing Commodore (valued at \$100!).**

## 2nd Prize

**Christmas Hamper full of delectable goodies.**

## 3rd Prize

**Gift Voucher**

Tickets are \$2.00 each and available from Alice or Kerry.

**Congratulations** to both Greg and Gill Waddle and Merv Cameron on both becoming Grandparents . For Greg and Gill it is their first grandson.

*Put a spark in your life—Fly Electric!*

*George and Kerry*



## Cafe Symmons

Club Day on Sept 1st was excellent. Nadia Kahmann won the Fathers Day raffle and boy was she excited. Hope we have another good Club Day next month.

*Alice R.*



Contact Peter Haworth  
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**Coming Events**



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

DATE	EVENT	DETAILS	TIME
Sep 30	NWAM	Pattern Day	9:30am
Oct. 5	Indoor Evening	PCYC Abbott St	7-9pm
Oct. 6	Novice Pattern - Fun Fly -	Round 2	10am 1pm approx
Oct. 20	Open Glider	Round 2	10am
Oct. 27	NWAM	Glider Day	9:30am
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./S p'man/ Adv./ Exp.	10am
Feb 23/24	NWAM	State Pattern Ch'ships	9:30am
Mar 9,10,11	Open Glider	State C'ship	10am
Mar 16	7 Cell Electric Glider	State Ch'ship.	10am
Apr. 20	Fun Fly	State Fly'in	10am



## Coming Events



“**BOLD**” text denotes LMAC events

Contests to be on the days 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.)*

## **CLASSIFIEDS** Free to Members!

### FOR SALE -

- 2 metre Glider—requires small gear **\$60**
- 100” Glider—Nice vintage shape. Aero tow or winch launch—**\$110**
- 3 Peanut scale models for indoor 1 Piper Cub, 1 Nesmith Cougar and 1 Lacey M10 all in protection boxes and beautifully finished - **\$40ea**
- “Gillow” kit Piper Cub 24” wingspan rubber powered , beautifully finished—**\$40**
- “Lanzo Bomber” 96” wingspan for 60 size motor **\$175**

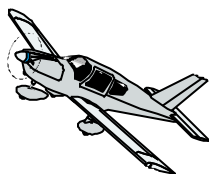
Contact **Greg Robertson 6343 1753**

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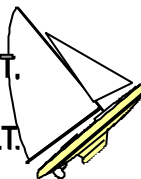
# **SALE SALE SALE SALE**

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### **\*Attention All Hobby Club Members\***

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