



PROP TORQUE

Official Newsletter of Launceston Model Aero Club Inc. PO Box 1204 Launceston TAS 7250

Volume 20, Issue 2.

March/April 2011

From the Secretary's Desk

Hi All,

It seems a long time between Newsletters now that we are doing it bi-monthly, and as you have read this far you realise that I have not started my report with the weather as I usually do!

Fortunately it has been quite OK now for a while. I have not been able to be at the field for a few weeks as I had other pressing commitments that I needed to get done before the weather breaks and the frosts descend.

I do not have a lot to report on from our last committee meeting as such, but one thing was mentioned, which is that one of the tables in our pit area is looking very sad indeed and needs repairing and/or removing from the pits altogether. The table in question is the wooden one at the North end of the pits; we are not sure who put it there but it has been there quite a few years now. So maybe the owner if

he is still a member of the Club, could repair it or it will have to be removed before someone injures themselves on it.

Most, if not all the membership, would be aware that the Symmons Plains property has been sold, and that the new owner has leased the farm to the present tenant for another year.

As far as the club is concerned, contact has been made with the new owner and it now seems as though we will still have a flying site at Symmons Plains for quite some time yet, which is good news for the club.

It would be appropriate to remind members that whilst we are on the property and enjoying the privileges of being there, it is not our property and we must all respect that fact.

I would remind members that the year is moving on and our Annual General Meeting is scheduled for Thursday June the 9th 7-30 PM at the Kings Meadows Health Centre.

Well that about wraps it up for me but I leave this thought with you to reflect on: -

"If lawyers are disbarred, can electricians be delighted, musicians denoted and cowboys deranged?"

Happy landings All
Geoff.

From the Editor's Desk Landings.

I think that I must be a very slow learner. It took a few years to realise that the most important and I feel the most difficult thing to learn when flying a radio controlled aircraft, is landing safely *where* and *when* one wants, rather than arriving (with relief) at ground level in the vicinity of the airstrip. This principle is vital for survival in full size aeroplanes quite obviously, but was not as pressing when applied to models, until I found that

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the expense in time off from flying and of course in cash was prohibitive.

The first measure taken was to buy indestructible planes made of plastic sheet, which enabled more flying time, without necessarily more accurate landings, because they survived better than the balsa airframes. While this allowed many more flights, even in high winds, it had the distinct disadvantage of not really coming to grips with the vital arrival! When the club rules changed to having to earn Bronze wings before being allowed to fly solo, serious practice immediately became a priority: this meant of course that landings had to be improved so that a viable and repairable airframe was available all the time, or the trap of having to spend ages between flights recurred. Enter the foam age!

I found that the "foamies" were much lighter than the original plastic "Coreflute" type of construction and therefore easier to handle. The new robust foams such as expanded poly-propylene (EPP) and the dense foam produced by Graupner and Multiplex, which accepts most types of glue, meant much easier and easier mending compared to polystyrene.

My second model in this class (Easy Star) has proved to be excellent for practising the approach on finals, landing and touches and goings, if that is the right way of putting it. At present I am practising repeated spot landings, primarily for Limited Electric Gliding (LEG) and thermal gliding. About 10 landings can be done on one charge of a 7 cell GPX 1100 mAh NiMH pack with the original brushed motor. I haven't yet detected a great improvement in landing near to a plastic flower pot though!

After the last year or two, I have gained enough confidence not to be scared of every landing of the balsa planes and have achieved almost 80% perfect "greasers" over the past 6 months which is a huge relief. There have been no broken props or bent nose wheel legs for ages! Having now tempted fate, I shall be waiting for the next landing with some trepidation, which will no doubt teach me that over-confidence is a wonderful way of making one pay attention all the time!

It is also interesting that landing a plane in the computerised model plane simulator has also improved, which is exciting, because I found those landings almost as frustrating as the real models' arrivals!

One of the advantages of the Easy Star and similar types of aircraft is that it is a pusher, therefore saving the propeller and motor, (especially its shaft) from damage. The other main advantages are that it has an excellent flat and stable glide and that it is slow: this is good news for the older ones among us, whose reflexes are not what they used to be, and very good for initial training...see Fred Willis's article below.

Correspondence on Servos. Jacques Wakae sent in an email about a new Hyperion servo:

"I have just bought some new Hyperion wing servos. Not cheap and I would expect top quality. Now during installation, one servo would repeatedly give a quick buzz as if it was slipping a gear. This is something totally unexpected for an expensive servo, unused and featuring all-metal gears! Out came the screwdriver, opened the case, checked all the gears, motor pinion, etc... Nothing! Re-assembled it and ran it with a little pressure on the output arm and bingo, it was slipping a gear again!

I went through this routine 3 times and still could not find anything wrong. Went to bed and pondered over it on and off. Next day, opened it up again and this time checked the integrity of the dual-metal gears (steel pinion pressed in a brass gear), and found that in one of the middle gears I could actually rotate the pinion within the gear! I pushed it out, cleaned it up and pressed the pinion back in with a coating of "JB WELD". Waited 24 hours, tried it again and problem is now fixed.

So if you have servos with dual-metal gears, BEWARE!... it could cost you a plane. Hyperion sells MLF (most likely to fail) gears, but only plastic ones. Looks like they'd better include the dual-metal gears also! I think this is worth insertion in the club newsletter.

Regards, Jacques"

In response to my asking Jacques about JB Weld: "JB Weld is an American product. It is a metal-filled 2-part epoxy. Our American modeller friends swear by it. It sets rock-hard and can be drilled, filed, tapped, etc. It has a very long shelf life and is useable to approximately 300 ° Celsius. Locally it is sold by Jaycar electronics."

As to how he is getting on with his scale Fokker he said no further progress on that front, but is assembling a secret weapon for future LEG competitions, so watch this space! .

If the higher quality servos can show up faults like this we should not be surprised when the very cheap varieties which are flooding the market have problems from day one.

Scale Day was also a great source of interest which is reported on this month by George Carnie.

Control Line Activities.

Owen Cameron has kindly sent in a report of the recent Control line day at Tony Gray's property. He also supplied some images of the aircraft, and a cartoon.

A Blast from the past: and an article by Fred Willis on the "Raw Beginning" will be very helpful.

...*Richard.*

Scale Day, March 19th 2011 .

Unfortunately I was a late and short time attendee due to some health issues but I thought I should write about my brief attendance because from what I saw it was a spectacular day that was well supported by our long time friends from NWAM.

This was a day that displayed scale models of all persuasions - from the small but beautifully adorned foam Mosquito (electric power) to the 1/3 scale Cessna Aerobat (petrol powered). It was very pleasing to see such a big turnout. In all we had (by my estimation), 17 entries with 7 from NWAM and 10 from our club. The weather was also kind to us (for a change) with a little wind and brilliant sunshine. You wouldn't think so given the weather we've had since then - At Perth we've had 93mm of rain and howling gales since Monday! (There I go again mentioning the weather!)

The Scale Day is not designed to be a full on Scale competition but rather a day for like minded modellers to bring along their scale representation of a full size aircraft. We don't get bogged down in all the rules associated with true Scale competitions. The day was filled with many varieties, war birds, aerobatics, WWI types and sports aircraft. The prizes for the day (some nice bottles of wine) and a certificate were awarded to the aircraft adjudged "Pilot's Choice" whereby all entrants put a name in "the hat" for the model they select as their best pick. The winner was Chris Klimeck with his "Fly Baby". Well done Chris! Next prize was awarded to the "Most Realistic Scale Flight". The task of determining the winner was given to our newest member, Doug Colbeck who also entered with a Decathlon and a Mosquito. A couple of contenders just missed out due to aerobatics that were deemed "not scale" and some others let down by some awkward landings (a bit of a crosswind at times did not help). The winner was John Bowden from NWAM with his Piper Pawnee. Well done John and glad to see you took the Mustang home in once piece this time. Overall a great day and made all the better as all models went home intact.

...**George Carnie**

Here are some more images from the Scale Day: there are plenty more of them on the LMAC web site of course.

Chris Klimeck receiving his prize for "Pilot's Choice" for his Fly Baby.





Chris Klimeck's Fly Baby



John Bowden receiving his prize for most realistic flight



John Bowden's Piper Pawnee -Left.



Graeme Jones and his Extra .



Right, Doug Colbeck's Mosquito taking off



Merv Cameron's Waco above



Jacques Wakaes' Mitsubishi Zero

Dave Jacobs' Tomahawk, right





Robin Day's Spacewalker



Graham Poke's Sparrow Hawk



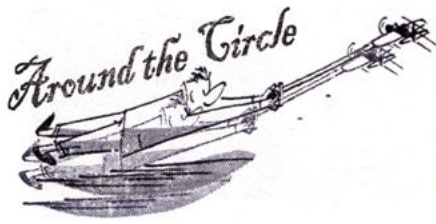
Derril Kay's "Thingamajig"!



Owen Cameron's Sporty Biplane



Kevin Hay's Aerobat
on finals



With Owen Cameron

The second Control line gathering was held on Saturday 16th of April at Tony Gray's property. Thanks again should go to Tony and his wife for putting up with us all and putting on a brilliant lunch that I think slowed down a lot of us.

A vast array of models showed up, I counted 21 early on in the day, but I am certain there was more. It was said by some of the more mature people, yet again, that they had not seen so many C/L aircraft in 40 years.

The northern end of the state was well represented by flyers and onlookers alike. Terry Pearson showed up with young Jackson with a well presented green Peacemaker powered by a Taipan 2.5 diesel and after his first flight in many years Terry was seen to be wobbly on his feet. After a few more bouts with the new green machine he must have overcome the dizziness as he asked me for a plan for a large stunt model. I will be looking forwards to seeing progress on that in later months. Kevin Hay had a flight of his newly purchased Sabre Trainer and was also seen wobbly after his first flight to the stage he was on the ground. He must have overcome his dizziness also as later in the day he put on a great show with Tony Gray having a Trainer Combat event to the detriment of the trainer at the later part of the day. Andrew Dewater had his first experience at the old art of C/L, flying Kevin's Trainer showing he may be a new contender in the future. Greg and Alice Robinson were there, as Greg had built Will Deal two new models. It was noticed that Greg found the urge to fly a few circles with the Tutor he had built for Will. Jason George after never seeing a C/L model at the last gathering flew his freshly finished red Peacemaker and showing that he has progressed after the first gathering and is picking up skills quickly. He told me later in the day he is itching to do some aerobatics but due to the old Taipan glow engine he had on loan from me for the day he wasn't game.

John Moody flew his Spectre and due to a poor running engine suffered problems whilst inverted and put in a short day for his model. John needs to be thanked for sponsoring a small token for the best presented model for the day. The printed mug was won by me with my newly finished Thundersteak that was only completed two days before the event. The Hobart boys put on a great show of aerobatics and it showed that they had had a lot more circle time than us, but I am sure if we keep going like we are C/L experience and interest will progress further in the north.

Everyone that turned up for the day needs thanking as well as Will Deal, Tony Grey, John Moody for their time and effort in organizing such an event and all the Hobart guys, as without them there would not have been many models and all the spectators some of whom I am sure will end up with models for the next event.

Keep circling Owen Cameron

Images from the Control line gathering: courtesy of Owen Cameron.



John Moody's Spectre and
Taipan Trainer.

Control Line Gathering continued....



Peacemaker, left and Tutor, below, made by Greg Robertson for Will Deal.



Below: Owen Cameron with Thunderstreak.



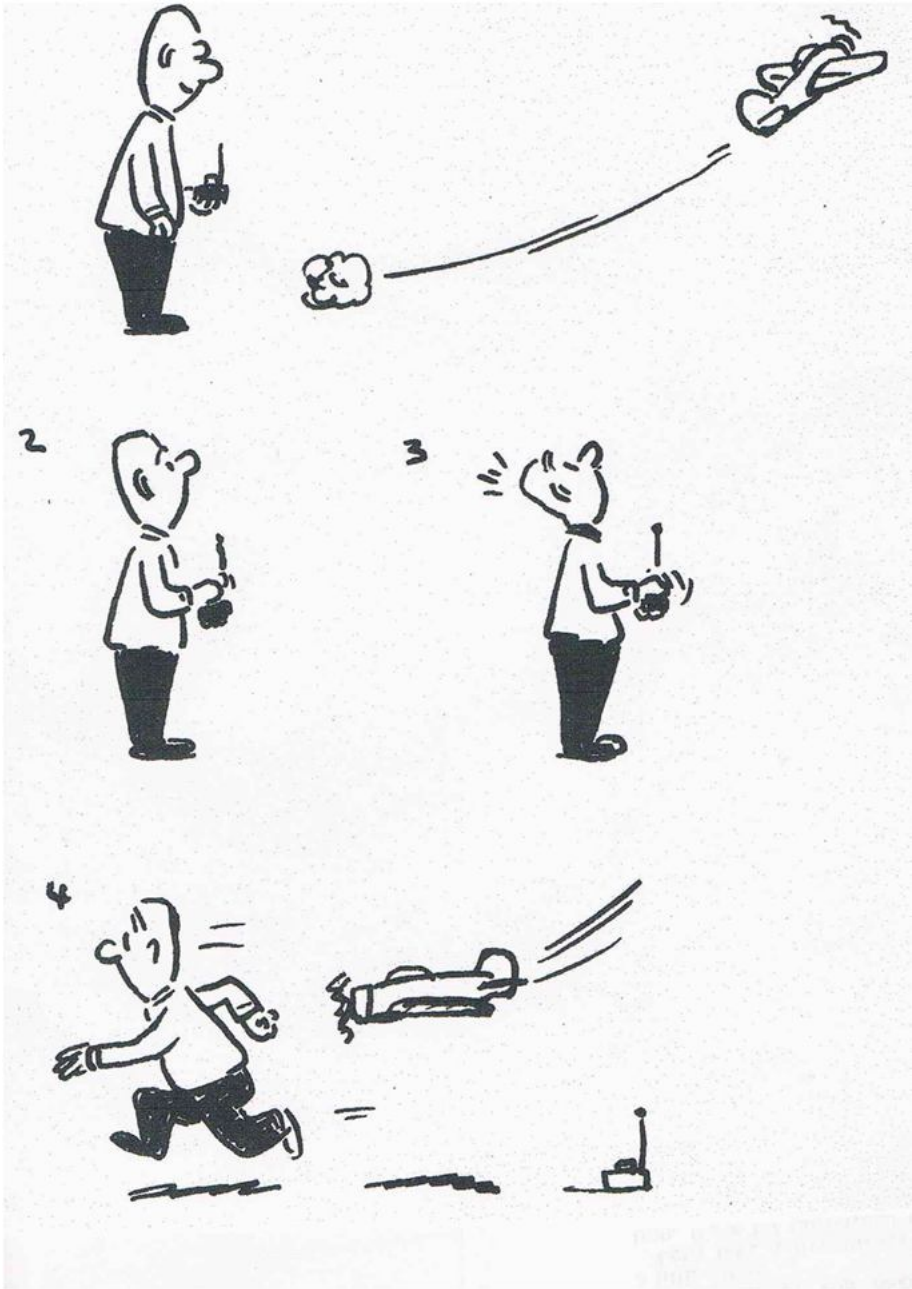
For comparison a 40 year old Thunderstreak on right, belonging to Will Deal.



Jason George's Peacemaker on the left, Terry Pearson's below:



The whole Gathering of the circlers together.



Cartoon from Merv Cameron,
With thanks.

Blast from the past!

Fred Willis: picture supplied by Owen Cameron: ("This is a photo of my Cicada powered by an OS 35. The fuselage was painted black and the wings were covered in yellow silk. It had a very long life but I can't recall its eventual fate"....Fred Willis.)



The Raw Beginner

For some time I have expressed my concerns to different club members re the type of models that are now classed as trainers. Sure, some of the younger ones will master the fast and furious trainers of today but it goes without saying that first flights should be calm and enjoyable and not scare the hell out of an already nervous student. Not so long ago whilst starting to build my 3/4 size Ugly Stick using the details in RCM magazines May and June of 1985 I came across an editorial that echoed my sentiments and this was way back in 1985. I shall quote the article verbatim acknowledging the author, Jim Waterman.

The Missing Empathy Or....When "Good" Is Not Good Or....A Lament For Beginners

Sometimes I want to put my head down and cry because of

the unsuitable model airplanes that I see raw beginners bring to the field for their first flight. Volumes have been written on the subject but it still happens almost weekly... and I am not talking about Spitfires and P-51 Mustangs. I am talking about airplanes that experts have recommended as trainers but which are actually advanced trainers. These symmetrical winged bombs have caused more discouragement and attrition among beginners than any other one thing.

We never have too many participants in this hobby....especially in my club because we need the money....so I have tried hard to analyze why so many people are being misguided, why so many people fail to understand that a fledgling must learn to walk before he can run. The advice from "experts" is certainly there, but I have finally concluded that they are at the heart of the problem because they are too far from where the beginner is at (some of them, that is). They sincerely want to help, but they just don't have the empathy to see what the raw beginner needs.

What he obviously needs is the slowest, most stable, forgiving airplane that he can find, but that is not what I have been seeing him turn up with (unless, of course, I got to him before someone else did). He is showing up with those advanced trainers because someone told him that he needed a plane that would do axial rolls or fly inverted, etc. Balderdash! His adviser simply mentioned the plane that he himself would enjoy flying the most. The adviser was out of touch with what it is like to be a beginner.

Sure, I have seen fliers succeed with these "trainers", but not without an instructor putting in way too many hours helping him. That is a crying shame because there are kits on the market of airplanes that require only a few moments of ground school until the fledgling is actually enjoying his first flight. The student with the less than stable airplane is not really enjoying the training period. How could he with his stomach all tied up in knots? So what if the student will (might is a better word) soon become bored with his ultra-stable aircraft? He will want to start building (buying) something new anyway, so the argument for versatility is questionable.

Then there is the argument that all you have to do is throttle back and you have a tame airplane, but an aircraft is either inherently stable or it isn't stable. Be that as it may, I know what I have seen over many years, and I can usually predict who is "here today gone tomorrow" and who is enjoying those first, relaxed flights with a truly stable airplane....and he is the fellow who will stay and be the backbone of tomorrow's RC fraternity.

END OF ARTICLE.by Jim Waterman.

One of the best trainers on the market at present is the Boomerang 60 which has a flat bottomed wing and is very stable indeed. However it requires a 60 size motor which may limit the choices for some beginners. Some of the trouble is that there is a vast array of so called trainers advertised in magazines and on display in model shops thus confusing the beginner even more..... Food for Thought???

Fred Willis.

(I believe that there is a 40 version of the Boomerang as well, made by Seagull as opposed to Phoenix....this also seems to have the same characteristics but please correct me anyone if I am wrong....Editor.)

Finally, Derril Kay's 1911 Bleriot "thingamajig".



FLIGHT TABLE ETIQUETTE

The field has a number of flight tables, most of which are not Club property but have been built by individuals for their own use. These tables provide a very safe platform from which to restrain and prepare models prior to flight. The TMAA acknowledged our tables in a circular to all members. These privately owned tables may be used by others provided –

- They vacate the table should the owner/builder arrive.
- If they use the table, it should be left clean and undamaged.
- Any damage to the table caused by a “borrower” should be reported to the owner and (at the owners’ discretion) repaired by the person who damaged it.
- Remember – “abuse it and you lose it”

A better solution if you like using these tables is why not build one yourself? The plan and instructions can be found on our web site (www.lmacrc.com) at [Home](#) • [FAQ, Tips & Tricks](#) • [Construction](#) • [Flight Table](#)

If I can build one from a wheelchair, then there’s nothing to stop anyone else doing it and it would give the pit area a real spruce up! So who’s going to build the next one?

Cheers,
George

LMAC Inc event Dates 2011

The first Saturday in each Month is designated Club day [General flying.](#)

The 3rd Saturday in each month is designated as an event day.

Canteen will operate on both club days and event days

PLEASE NOTE: If the weather is unsuitable on the scheduled event day then that event shall be moved to the -----[next Saturday](#)

- May 7 - Club Day & Barbecue
- May 14 or 21? Thermal & LEG glider
- May 22 - *Tomboy* - HMAC
- June 4 - Club Day & Barbecue
- June 9 - AGM**
- June 18 - *Tomboy* / Old Timer

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