



PROP TORQUE

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

Volume 19, Issue 9

October 2010

From the President

Hello Everyone.

At the last committee meeting it was resolved that future newsletters will be issued every two months. It was also resolved that there will not be a President's column in future, although future presidents will be free to write a piece if they see the need to do so. Instead, the newsletter will contain more articles of a topical nature as well as documenting the goings on of the club. I suppose this change gives me an excuse to write a very short column this month! So here it is.

My interest in aeromodelling goes back to my pre-teen years when I spent a lot of time building, and then attempting to fly, cheap (and usually poor quality) balsa kits that I bought with the proceeds of pocket money earned doing chores around the house. However, probably typically, I left the hobby for a very long time while raising a family. I came back to aeromodelling around the time I joined LMAC, (eventually) learning to fly radio control. This long

absence has done two things: first, I have not (yet) become complacent or cynical about my interest in aeromodelling, and second, my interests in the hobby are wide-ranging, most likely because I am subconsciously trying to "make up for lost time". So if I seem to be trying different things all the time (and regular readers will know this is true!), now you know the reason.

Lately my hobby activities have had to defer to work and family commitments so I have reluctantly resigned from holding office in LMAC. This will therefore (literally) be my last column as President of LMAC. Very fortunately, our vice-president, Kevin Hay, has agreed to take over from me, something which I appreciate because it will mean that things can proceed as usual. I commend Kevin to you all in his new position and trust you will give him the same strong support that you have given me.

Thank you all for your support.

.....Gerry

From the Secretary's Desk

Hi All,

The usual fickle spring weather is upon us, we should be enjoying the fact that the field has now dried up and we can now use it again. However blustery wind and showers still persist. BUT it will get better!

Unfortunately we had to postpone our October Tomboy event due to the weather conditions. You will recall from the Events Calendar, that if the weather is not favourable for an event then it will be carried over till the next week. Whilst we have never discussed it, if the following weekend is also not favourable then the event will have to be cancelled and we shall go on to the next scheduled event.

The club's auxiliary battery is being replaced because one of the cells decided that it could not continue to meet the demand.

The club's new push mower and the ride on

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mower with its new engine are now working just fine, just in time for the growing season... and is it growing, - it needs cutting each week now for maybe 5 or 6 weeks to keep it to the level that our models need to comfortably take off and land.

We now have a mowing roster comprising teams of 2, who will be there on a Friday being preferable for Saturday when the majority of the club members fly and our club and event days are held.

I should like to draw the members attention to the need to **sign** in the day book in the club house each time you go to the field to fly, **this is important** as if there is an accident, and if some time later a problem occurs with a claim and your presence on the field on that day cannot be substantiated, then an insurance claim may not be recognised by our insurers.

Whilst on the issue of an accident or incident, an incident report needs to be filled out, witnessed and given as soon as possible to the Secretary for appropriate action to be taken. There are incident report forms in the blue folder in the clubhouse.

On the subject of birthdays

Last month I had a senior moment, and mixed up the birthdays: those that I mentioned are all having a birthday this month! The birthdays for last month were Ron Johns, Chris Klimeck and Greg Robertson. I apologise for the mistake, and we do wish them all the best for their big day and the year ahead.

We have 2 new re-joining members coming back to us again after a long period out of the sport, they are Ross Blackwell and Mike Madden. We do wish them well as they pick up again the exciting hobby of aero modelling with us. Please do make them welcome when you see them on the field.

The last thing I would mention to you all is beginning from the December issue of Prop Torque, the club newsletter will come out every 2 months eg: Dec-Jan, Feb-Mar then Apr- May and so on.

This is because the committee feels that it makes it easier to produce a publication every 2 months instead of each month. There is more in producing

a N/L than most people think.

I leave you with this thought: - ***(Only those who dare to fail greatly, can ever achieve greatly)***

That's it from me for now.

So as always
Happy landings all

Geoff.

From the Editor's Desk

Resignation of our President.

It was a great shame to hear from Gerry that he has had to resign from his office as President of LMAC. He has done sterling work for the club for a long time. I am sure everyone in the club will share my thanks to him for his service.

Tasmanian State Thermal Gliding Championship 2010.

I have received a notice for the above on 20th to 21st November, at Valleyfield, see page 11. It is always an exciting event. When I last went there were several interstate visitors competing, which added to the interest. Note also that we have a Thermal and Limited Electric Glider competition at LMAC on the 20th November.

Log book.

On reading Gerry's report this month about his aero modelling history, it made me look back over the log book I started when first joining a club in Perth, WA in 1993, when my wife suggested that life could not continue forever working 6 to 7 days a week at 10 to 12 hours a day! It makes fascinating reading for me, if for no one else! The most number of flights has been clocked up for the Easy Star at 181, the latest being 10 minutes with good thermals this evening. My first foam plane, a Terry by Graupner, lasted 66 flights (6 hours) in 2002. My original repaired Telemaster is still flying but with far fewer flights, because of a long deviation into various plastic Core Flute models after a severe crash.

With patience due to a rather informal method of recording flights with different planes by hand in a small note book, a total number of hours flying time could be calculated, but this is not always helpful because it really depends on how strict one is with specific practice of specific manoeuvres in

an effort to improve skills and safety. It was a shock to see how long the gaps were that occurred before retiring though, sometimes 12 months without a flight. One must get one's priorities right obviously.

Magazine articles this month.

An interesting article by Harry Harris, in "Short Circuits", Airborne number 234 gives a comprehensive set of tables laying out set rules for choosing components for electric power plants for models. The rules are easy to follow, but I have some problems understanding how one arrives at a choice of desired pitch speed for propellers for different models. I shall seek advice from our experts in the club in order to clear this up. Another point that is difficult to grasp is how one arrives at a stalling speed and average speed for each aircraft.

The Airborne Engin-ear, Brian Winch has some useful tips for the glow plug that won't stay alight when unplugged, unless an idle bar is used for example. His long experience leads to several causes and solutions for this problem which are very helpful.

There are some useful tips on covering airframes in both this issue of Airborne and the latest RCM&E Special issue. The latter is full of good tutorial types of article which go back to many basic skills in flying, trimming and building. The article by Andy Ellison, on setting up a slope soaring racer is excellent for learning about all types of mixing, regardless of the airframe, and the free plan of a 1830 mm wing span Spitfire Mk V is very inviting!

A bi-monthly news letter will hopefully be easier to produce. I shall be grateful for any feedback, cartoons and articles at any time.

...Richard..

Ten Years ago..Prop Torque.

It is interesting to look back at the changing fashions in aero modelling locally and internationally. In the October 2000 edition of Prop Torque there is a report of indoor flying in Launceston which attracted 30 people including 4 flyers from the North West Aeromodellers and 12 local LMAC fliers. A number of youngsters came along as well. This contrasts with an apparent zero response to the idea of setting up such a group

within LMAC earlier this year. Why is this?

A coincidence was a question asked by Pete Kidson, our president in October 2000, about the difference between hot and cool running glow plugs. Part of the answer to that is in the Airborne article by Brian Winch mentioned above in the editorial. I shall look out some more on this by him for next month's Prop Torque: I am sure that this is one of his favourite subjects!

From the LMAC gallery archives, photos courtesy of Simon McCormack, Brian Green and Max Wiggins:



Pietenol Air Camper, replica of 1928 aircraft.



Pietenol Air Camper: what an elegant subject for a scale model. There are more images of the cockpit,

Club Day. By George Carnie

Saturday, October 2, 2010 - After what seemed to be an eternal run of bad weather, the sun shone, the wind was all but absent. The change in weather gave us the opportunity to do some much needed lawn maintenance as the strip and surrounds was now dry enough to get the ride-on to work without doing any damage to the strip. The picture below shows work underway and the grass in the foreground shows how long it was on the strip. There were some concerns that the grass was too long for some models but it takes a couple of mowing sessions to get it into pristine condition.



As a result of the improved weather, a good turnout of members graced Symmons Plains to see if they had retained their flying skills. Whilst some were a bit rusty, all took their models home in one piece (as far as I know!). We also welcomed a prospective new member. Michael Madden. Michael was a member many years ago and it is good to see him return. Welcome Mick!

Fred Willis brought along a couple of new models that he had purchased on one of his many mainland car trips, one of which was an Adrenaline. Kevin Hay did the test flight and the model performed very well.

Fred Willis and his Adrenaline 90 >>>>

I hear Fred has not been well and we all wish him a speedy recovery!





Geoff Hays was another to bring along a new model and his electric powered Tomboy was a very good performer and from the smile on Geoff's face he was very pleased with the result.

Powered by a Rimfire motor and a 3s 800mAh Hyperion

Kevin Hay also brought along a very nice Extra 540T that he acquired from Brian Green. Kevin has refurbished the model and it flew very well. It was powered by a 50cc engine. Unfortunately Kevin had packed the model away by the time the camera came out.

Chris Klimeck also brought along a model equipped with a video camera and we look forward to a few "birds eye" shots. Talking about birds eye, we were also graced by the presence of a pair of wedge tailed eagles and there was no doubt that they received the "best flight of the day" award. Here are a couple more shots from the day ([On the website, don't forget you can click on the magnifying glass for a larger picture to view and download](#)). Kerry just managed to get a picture of Fred's "Adrenaline" as it streaked past!



Fred Willis's Adrenaline 90 was almost too fast for Kerry to get it in the frame!



Terry Pearson found it far more comfortable to get right down on the ground to do some work on his Extra.

Gardening buddies, Kerry Carnie and Dave Jacobs, found time to catch up on the latest news.



Alice looks to put on a show for Greg and Terry although they look more interested in the model aircraft



Saturday, October 23, 2010 – Tomboy's & Old Timers by George Carnie

The weather again had us on tenterhooks - forecast was for winds of 7-12 km/h for Launceston Airport but up to 30km/h for Cressy! Friday night and things were not looking good. Wind was soon followed by rain as the night settled. Have we had more wind and rain than usual for this time of the year? My flight log suggests that if not then whatever wind was about has peaked most Saturdays! Anyway a couple of Friday evening calls to Tony Gray and again at 6:45am on Saturday and he and Will Deal were on their way from Hobart.

I have to report that the trip north was not without problems. At about 10am Saturday morning I received a call from Will Deal "Hi George, Tony and I are at Campbell Town with car battery problems. We will be there but a bit late arriving". No problems I thought, Tony can build engines from scratch a car battery won't stop him!" At about 10:45am we see Tony and Will heading up the road towards the clubhouse. I thought "As expected, Tony got things under way quickly". As they pulled up alongside me at the pits Will advised me that Tony "the world's (okay maybe an exaggeration) let's say Tasmania's greatest mechanic, didn't fix it himself, did he call the RACT? No not our Tony - he called the SES!! Nevertheless, we're glad he arrived and happy he took whatever measures to join us. That's commitment for you.

The wind wasn't ideal, at times blustery and often a westerly, coming straight across the strip! Not to be deterred everyone was prepared to have a go. We had 12 starters in the "Tomboy" class. To lessen the clutter in the sky, the starters were split into two groups of six. This was supposed to make recognition in the air easier - it didn't seem to work. These models are small on the ground let alone hundreds of feet in the air! All are similar in design and colours are indistinguishable when they are at their highest. The result? Well we had a couple of pilots flying the wrong model or just unable to find theirs in the sky. Fortunately there were a few "spotters" to locate the "missing" models! It pays to have some reflective or distinguishing marks on your model. The wind meant a long walk for a lot of pilots because if for any reason you let the model get down wind, there was no hope of getting back to the strip.

I finally sorted out my Tomboy. My first attempt used a Turnigy C2024 micro motor (26gms \$US16) but it wasn't up to the task. It may have just been a faulty motor but I was getting impatient and opted for the reliable but more expensive Hyperion. I get a very similar climb rate to the diesel (which is what I was aiming for) and I have the flexibility to use a 3s to give a quicker climb or to add weight to assist in penetration in windier conditions. For anyone interested, the gear I have fitted is as follows -

- Motor: Hyperion ZS2205-34 (Kv 1587 rpm/v) 32.6g \$US35.95
- ESC: Hyperion 12A LBEC \$US35
- Prop: APC SF 8x3.8
- Battery: Hyperion CX G3 1100mAh 2S \$US16.95
- Servos: 2 x Multiplex Nano servos.

All up weight is 11.5ozs which, I am told, is the lightest around. In the main, I didn't vary from the plan, including all formers in the build, except on the wing I also have added one extra panel and reduced the dihedral (by 50%). The next problem I had was a nice twist in the RH wing panel which made for a very eventful flight! I had tried to straighten it but the wing is very light and delicate and the twist soon returned. Being in a wheelchair I found it difficult to hold the wing and counter the twist whilst applying the heat gun. Greg Robertson told me all his wings were like bananas when first covered and his trick was to place one wing panel on the bench and hold it down with books. I used a heap of RC magazines and found they conformed to the rib shape, spreading the load evenly and held the wing easily whilst I

"reversed" the twist and heated the covering. The result was a wing that has held true. As you would expect, the flight performance was a world of difference to the "warped" wing version.

Will Deal again controlled the Tomboy proceedings and as usual did another great job. Thanks Will! Due to conditions, only two rounds per group were flown. Will made the following comments in his email.

As we flew only the two rounds I decided that the aggregate of both flights would count for the day's results.

Winner on the day was Terry P closely followed by George C and Chris K

Both Greg R & Merv C had an "out of paddock" landing which unfortunately did not count. However sheep station for the best time of the day to Merv C - 7.57

A few photos attached - nice one of the "Grandsons of Guns" (Jackson Oliver (Terry Pearson) & George Gray) Apparently it was 8 year old Jackson's first contest and he performed very well indeed!

Will has prepared the score sheet as follows -

Competitor	Club	Model	Round 1	Round 2	Aggregate
Pearson, Terry	LMAC	Tomboy - MPJ	4.59	5.18	9.77
Carnie, George	LMAC	Tomboy - Electric	4.11	4.30	8.41
Klimeck, Chris	LMAC	Tomboy - MPJ	5.07	3.01	8.08
Gray, Tony	HMAC	Cardinal - MPJ	5.55	2.45	8.00
Cameron, Merv	LMAC	Sportster - Merlin	7.57	5.00x	7.57
Dewater, Andrew	LMAC	Tomboy - Mills	5.19	2.01	7.20
Gray, Anthony	LMAC	Tomboy - MPJ	3.02	4.07	7.09
Hay, Kevin	LMAC	Sportster - MPJ	2.13	4.05	6.18
Cameron, Owen	LMAC	Tombster - Merlin	2.01	4.10	6.11
Robertson, Greg	LMAC	Tomboy - Electric	5.29x	5.35	5.35
Oliver, Jackson	LMAC	Tomboy - Mills	2.17	2.29	4.46
Jacobs, Dave	LMAC	Tomboy - MPJ	3.36	DNS	3.36

Dave Jacobs had an unfortunate fly away. As mentioned earlier, the little Tomboys were hard to distinguish from each other and Dave unfortunately lost sight of his and was just spotted heading for the ground at the south eastern pine trees, a few hundreds of metres away. Some damage unfortunately but knowing Dave it won't be long before it is airborne again.

A few had departed by mid-afternoon but those of us remaining had a couple of rounds of Old Timer. Greg R had left with his 10ft span Sportster (how many versions of these have you built Greg?) There was Tony Gray (HMAC) with his Lanzo Bomber, Kevin Hay with the Powerhouse, Chris Klimeck with his beautifully scratch built "Little Ship" and yours truly with his Kavan Phoenix. The wind by this stage was gusting quite strongly. Tony Gray flew one round with his LB but decided discretion was the better part of valour as the large wing of the LB made it susceptible to damage from the gusty conditions, especially after landing. Chris K had a movie camera fitted to the Little Ship and we look forward to posting some videos from his flights. Much to my aide, Owen Cameron's surprise, my electric Phoenix handled the wind quite well and in the first round I stayed up the longest with Kevin H second. The next round saw Kevin H blitz the competition with a very long glide time. Next time we might formalize the rules to include a Power Ratio event.

A few visitors to the field - John Moody (recently relocated to Tas from Qld), new members, Malcolm Watson whose Tomboy is under construction, Mick Madden (old member rejoined) and Tony Gray (jnr) (prospective member) with his son George.

How many other club competitions in the country would you see competitors aged from 8 (Jackson Oliver) to 80 (Dave Jacobs)!! LMAC caters for almost all forms of fixed wing competition; I'd hazard a guess, more than any other club in the state. We have Scale, Pattern, Thermal Glider, LEG (Limited Electric Glider), Tomboys and Old Timer just to mention a few. It's also one of the few, if not the only club field you'll see a turbine jet fly!

A few pictures from the day -



[Left] Hopefully our future aeromodellers will come from youngsters like George Gray (l) and Jackson Oliver (r) continuing their enthusiasm. Jackson entered in his first competition at the weekend, flying in the Tomboy event. He didn't come last which is not bad for a first time 8yo. Well done Jackson! We look forward to young George and his father Tony Gray (jnr) joining up and if the smile on George's face is anything to go by, it shouldn't be long.

[Below] Chris Klimeck with his movie camera equipped "Little Ship". Chris is turning out some very impressive models and I look forward to doing an article covering the camera equipment used and some samples of his cinematography skills. Now there's a prompt Chris!



[Below] Watching the action were (L-R) Michael Madden, Andrew Dewater, Terry Pearson and Merv Cameron.



No Greg, you can't fly it in the Tomboy event! Greg Robertson and his Hearn's Hobbies "Sportster" 10' wingspan. Demonstrating you don't need different plans – just build them all different sizes!

Don't Forget the
ANNUAL DINNER

WHERE: Centennial Hotel, cnr Bathurst & Balfour Sts, Launceston

WHEN: Friday, November 19

TIME: 7 for 7:30pm

BOOKINGS: Call Geoff Hays - 6326 7967 / 0408 559 806 ASAP please.

Come along and enjoy a great night and share a laugh and a meal!

Don't Forget the
**LMAC – Thermal Glider & LEG (Limited Electric
Glider)**

Saturday, November 20 – Thermal commencing 9:30am
followed by
(LEG) Electric Glider

2010

Tasmanian Open Thermal Glider Championship

SEAT invites you to the 2010 Tasmanian Open Thermal Glider Championship at “Valleyfield”, Tasmania on Saturday 20th & Sunday 21st November.



Picture: Team Machine 2006 Jerilderie

- Valleyfield site is 30mins drive from Launceston (turn west at Epping Forest service station and drive 7 km)...if you get lost: ring Steve Boag (see below).
- The competition will be run to Australian Open Thermal rules over two days and flying as many rounds as practicable. A local rule of 150m winch lines and graduated landing spots will apply - as per Jerilderie 2010 event.
- Please enter by email to address below (including details) or entry form by Friday 12th November. (Send entry forms to Stephen Boag, 43 Trafalgar Drive, Prospect Vale, Launceston, Tas. 7250)

Competition Format:

Saturday 20th : Registration and briefing 9:00 am. Start Round One 9:30am.
 Sunday 21st : Start 1st round 9:30 am.

Flying finishes approximately 5:00 pm.

Contact: Steve Boag 03 63 437459 (AH) 0438 316856 (Mob)

email: Stephen.Boag@stpatricks.tas.edu.au

OR Bruce Nye 03 63271409 (AH)

For up-to-date info, see the website: www.seat.org.au

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SEAT 2010 Tas. State Open Thermal Competition Sat Nov 20th & Sun 21st

Entry Form

Name: _____

Address: _____

Phone: _____

Email: _____

Preferred Frequency: _____ Alternate Frequency: _____

Entry Fee: \$20:00

LMAC Inc event Dates 2010-11

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

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

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](#)

Friday Nov 19th [Annual Dinner](#)

Nov 20th [Glider Thermal and LEG](#)

Dec 18th [Tomboys and Novelty events](#)

2011

Jan 15th [TomBoys](#)

Feb 19th [Glider-- Thermal and LEG](#)

March 19th [Scale Day](#)

April 16th free

May 21st free

Thurs June 9th [Annual General Meeting](#)

June 18th [TomBoys and Old Timer](#)

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