



VOLUME 8 ISSUE 1

# T O R Q U E   B A C K

JUNE 2007

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## President's Report 2006/7.

*I can look back on the past membership year with a certain amount of satisfaction.*

*In general the club activities have been conducted in a pleasant manner with most members well and truly satisfied with the facilities and the manner in which the club has been administered.*

*It would appear that there will be no longer be a need to increase the annual subscription rate as there will be a reduction in TMAA/MAAA fees for the coming year.*

*Nevertheless it is felt that we should probably hold the current rate to allow further funds to be accrued for further field development and improvements and to meet steadily increasing costs. It is largely due to the fund raising efforts of the Ladies Committee that we have maintained low subscription rates in the past..*

*Unfortunately this committee seems to have shrunk to only about two active members and thanks are due to Colleen Tonks and Jan Wilmot for the tremendous effort that they have made to run the canteen and barbecues, which should be appreciated by the members.*

*Probably, the most significant decision made during the year was to purchase the Toro mower. After a few teething problems the mower has been used in a manner that has ensured considerable improvement to our airstrip as well as substantially reducing the time taken to cut the grass.*

*This has proved to be a worthwhile investment.*

*There has been no contest activity during the year in keeping with the wishes of the membership in general. Statewide there seems to be a trend to reduce the number of contests held, and in fact, at least one state championship was cancelled due to lack of entries.*

*Membership growth has been more than satisfactory and now stands at 77, with several potential new members intending to join for the 2007/2008 year.*

*Thanks are due to many members whose voluntary efforts have assisted in the smooth running of the club. These include Ken Jones who*  
*(continued page 3.)*

## Non members.

*Any person requested to do any form of training must first ascertain the membership status of the trainee.*

*If this person is not a fully paid up member the instructor must ensure that the visitors' book is signed before any flying is attempted.*

*This is still not always happening!*

**Around the hangar.**

*Don Sutton and partner Di Fraser left us on 30th May to return to the Lake Macquarie area after a 4 year sojourn in Tasmania. We wish them all the best and I am sure that Don will provide some excitement when he finds a new club.*

*Kevin Jacobson is a new convert to electric flight. Kevin has an E-flite Mini Pulse XT and is absolutely rapt with it's performance.*

*Peter Ralph has also taken the plunge with an E-flite Ultra Stick 25E. He is also purchasing the optional float kit.*

*Doug Keating is the latest member to achieve bronze wings. Well done Doug! I did hear that Doug has recently bought a helicopter.*

*Tony Gray, Geoff Leverton and your editor have recently purchased Spektrum radios and this new equipment is proving very popular. As more members take up this option there will be less congestion on the 36 MHz band. The 29 MHz band is now scarcely used and great for use on busy days.*

*Rumour has it that Vic Parkinson is drawing up plans for a De Havilland Rapide for two four stroke engines. I know that he has purchased the engines in readiness.*

*It seems that Ray Maunder has just acquired a 90 size Hawker Sea Fury to add to his stable of warbirds.*

*Peter Ederle has been having a ball with his recently acquired 60/90 size Four Star. The model also has floats so we should soon see it on the dam.*

*Looking down the membership there seems to be quite a few members we don't see too often. There are probably many reasons but we would like to*

*see them more often.*

*I believe that Mike Hawkins is going to have one last try at getting that autogyro to make a successful flight—the best of British Mike!*

*Rick and Gaynor Stillman are currently in England to visit family. They will be back towards the end of the month.*

*Peter Hubbard enjoyed the water flying so much that he is scratch building a set of floats which will probably be fitted to an Ugly Stik.*

*Erwin Boot is really having a ball flying his recently acquired 46 powered Blue Angel. He took advantage of your editor now showing a preference for electric flight.*

*The Wilmot hangar is a little less crowded these days, however a few old favourites have been retained. The well loved Astrohog, Stormer, Barnstormer, Dragon Lady and a few smaller models now grace the racks.*

*Chris Lawson is painstakingly constructing a large scale version of the push-pull Dornier 335.*

*This model, while fitted with two engines, has a long prop shaft to the rear propeller. This involves some rather tricky engineering.*

*It is pleasing to see Peter Muir back flying again after a few months of inactivity. Keep it up Peter!*

*Michael (Figjam) Ralph seems to be hibernating in the hills at Collinsvale these days. Maybe he is just playing with his little electric helicopters while his 2 metre pattern ship sits forgotten.*

*Also we haven't seen Peter Stanley for some time. Has this been since Colleen retired –is the handbrake on?*

*is our ever willing grounds man, Ian Searle who provides assistance to Ken and is responsible for planting the various new shrubs and trees around the field, and Bob McAllister for other maintenance issues including firewood chopping etc.*

*Thanks also to the entire committee for their generous support during the year.*

*I have undertaken to act as TMAA president for a further one year term, however that is definitely the last one.*

*On the national scene, due to MAAA secretary Ivan Chiselett not re-standing for election, Terry Dodd from Queensland has been elected as a replacement. I am confident that Terry will be an outstanding secretary. Queensland's loss is our gain.*

*The next MAAA conference and AGM will be held in Hobart at the Old Woolstore. This will be a good opportunity for observers to be exposed to the workings of the MAAA.*

*The best news coming from the last conference is that there has been a significant decrease in the cost of insurance cover. Whether this premium level will be sustainable is open to conjecture.*

*I would like to make one last thank you to my long suffering wife who has provided her usual generous support through this and numerous previous years.*

*Jan was the first life member of this club in recognition of the services rendered including a long period as treasurer.*

*Members articles and advertisements are always very welcome.*

*It is your newsletter so take advantage of it and help the poor old editor out.*

### ***A little nostalgia.***

*While in Brisbane Western Australian Theo Merriemfield passed a couple of old newsletters to me. These were published by Aeromodellers Association of Tasmania in 1950.*

*Officers at that time were;*

*Fred Steven—president*

*David Reynolds—secretary*

*Dave Jacobs—treasurer*

*Recorder—Lawrie Baxter.*

*Unfortunately Dave Jacobs from LMAC is the sole survivor.*

*The newsletter reveals that HMAAC was originally formed in 1948. The 1949 AGM elected Geoff Leverton as president. At that time the membership was 25.*

*At the 1950 AGM Garth Wilmot was elected secretary—am I really that old?*

*On Easter Monday 1949 a demonstration of control-line models was held in conjunction with LMAC at the South Hobart sports ground and 20 pounds (\$40) was realised.*

*On June 12th (also in conjunction with LMAC) a further demonstration was held at Clare St. oval and 50 pounds was raised.*

*Mr. Harris, the ex Lord Mayor of Hobart opened the display.*

*Highlights included the first jet control-line flight in the state by David Reynolds reaching 95 mph and the Leverton twins making some excellent flights with their ETA 29 speed model at 98 mph.*

*From issue no. 3 we learn that "HMAAC mem-  
(CONTINUED PAGE 4.)*

## **Wanted to buy.**

OS #704 silencer—suit older type .61—.80 OS motors.

Erwin Boot Phone 0418127514 or

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

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Receiver to suit JR Max 66 radio.

Anton Rosenzweig

[anton.rosenzweig@gmail.com](mailto:anton.rosenzweig@gmail.com)

(FROM PAGE 3.)

bers were very sorry to lose the Hon. Sec. G. Wacky Wilmot who joined the RAAF in September." (How on earth did I get that nickname?) I probably was a bit erratic in those days!

"Dave Christian, keen as ever, inherited an Amco from his Uncle Garth and promises us good stunt shows with his flying wing."

There is mention of a trip to Launceston in a V8 utility driven by Caveman Haley breaking down outside City Motors. Surely that can't have been our Gerald or could it?

Caveman????????? The mind boggles!

## **Annual General Meeting.**

The Annual General Meeting will be held at the Kelly Field Clubhouse at 11.00 a.m. on 17th June 2007.

Election of officers.

In the event of there being insufficient nominations for the vacant positions nominations will be accepted from the floor of the meeting.

A General Meeting will be held immediately following the A.G.M. A barbecue lunch will be available.

## **For Sale.**

4.

Great Planes flight simulator G2 \$200.00

Classic Trainer, by Phoenix Models , new in box \$100.00

Peter Ederle ph 62614965

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### **Good gear for electric flying.**

Speed 400 motor with attached esc. \$45

280 motor with gearbox for stick mount \$25

Metal gearbox with spares suit above \$25

Skyline speed controller 5-10 cells, 22 amp. \$20

Stuart Smith phone 62477423

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Hangar 9 Tribute 3D fitted with

as new Evolution 36 scarcely used, as new. This is not a one piece model as the wing is bolted on \$200



Garth Wilmot ph 62431790.

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Small engineering lathe (not a toy) \$500

JR computer transmitter in good order \$80

Michael van Niekerk phone 62294462

### **Garth's hot last minute specials.**

Seagull AT-6 Texan ARF for 46 2 stroke or 70 FS—\$100

Seagull Superstar for 160 engines—\$180

Multiplex Cargo includes 4 X 400 Permax motors—servo operated bomb doors—\$100

## ***Garth's specials.***

5.

*Sportsman Aviation Corby Starlet was \$300 now \$250*

*CAP 232 EP ARF—suit 380-450 brushless motor—was \$135 now \$100*

*GWS Tiger Moth 400 with power system—was \$140—now \$100*

*Phoenix Future 3D— was \$180—now \$150*

*Hitec Flash 5X—computer radio complete with nicads and charger \$245*

*Multiplex Easy Glider electric—was \$150—now \$120*

*Miss Dragon—suit 61-90 t/s or 90-120 4/s was \$265—now \$225*

*Phoenix Yak 54—suit 480 outrunner—on special—\$105*

*Phoenix Magic—3d electric— was \$120 now \$100*

*Phoenix Extra 300S—suit 450/480 outrunner—on special \$110*

*Ikarus Shock Flier Super Star—to clear \$50*

*VMAR Stinger & float combo—one of the best float plane set-ups \$250*

*Great Plains Electric Cub kit c/w motor—bargain for the builder \$85*

### ***Other Models.***

*E-flite Piper Cub— very good 25 size electric scale—\$195*

*Seagull X-ray—another great 3D electric—\$135*

*E-flite Brio 10—first class electric aerobatic model—\$175*

*E-flite Diamante —suit 25-32 size outrunner, Peter Goldsmith design- \$215*

*E-flite Mini Funtana X—great 3d aerobat— \$165*

*E-flite Mini Ultra Stick—smart little performer— \$150*

*E-flite Mini Pulse XT Plug'n Play— motor speed control and servos fitted—\$285*

*E-flite Mini Pulse XT—without extras, very popular model—\$150*

*CMPRO Lancair—very smart model with f/g fuselage—\$225*

*Pro-built Extra 300L-60— 1410mm span-save \$75—\$240*

*Pro-built Extra 300L-46— 1310mm span—save \$60—\$200*

*Phoenix Tiger Moth—suit 40 or 52 FS— \$225*

*Phone 62431790,*

*email [garthwilmot@internode.on.net](mailto:garthwilmot@internode.on.net)*

## HMAC SHIRTS

*There is still a limited quantity of HMAC polo shirts in stock.*

*A mere \$30 will obtain one for you and the stock is held by your editor.*

*Show a bit of pride in your club and buy a shirt.*

*It will be some time before further stocks are ordered.*

## Spektrum etc. 2.4 GHz

*When using any 2.4 GHz equipment it is necessary to indicate that you are actually switched on.*

*The final method of identification is yet to be decided by the committee. In the interim, the vacant section of the 29/40 MHz board is to be used in the same manner as used by the other frequencies.*

*This requires the use of a tag onto which a spring clothes peg is attached.*

*The size of the tag should be approximately 3.3 X 9.5 cm. and should clearly show the operator's name.*

*This requirement is in accordance with the MAAA Manual of Procedures.*

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## Water flying May 1st.

6.

*Some of those fortunate club members who don't have to work for a living made their way to Forcett Lakes to re-establish water flying.*

*The group comprised Geoff Leverton, Gerald Haley, Peter Ralph, Peter Ederle and Garth Wilmot, with Peter Hubbard, Rick & Gaynor Stillman and Tony Bannister as spectators. Chris Henry turned up later and flew his little electric foamie.*

*Garth Wilmot was first onto the water and provided the first thrill of the day. On the take-off run the Stinger veered to the left and onto a projecting bank; however the model didn't slow and leapt into the air. So much for the heart starter!*

*Gerald arrived a little later and discovered that he had left the tip floats for his single float Tutor behind and had to return home to get them. It is hard to leave twin floats at home Gerald.*

*In the meantime, Ziggy, the Wilmot dog, had managed to roll in sheep manure and a dead sheep and the aroma was certainly not appreciated by all and sundry. On Gerald's return his dog Sam managed a similar feat, so we had two dogs that smelt to high heaven. The trip home was less than enjoyable.*

*Peter Ederle was enjoying his first real stint at water flying with his VMAR Stinger and did numerous touch and goes without a problem. Similarly Peter Ralph's VMAR Extreme Stick performed well and it seems that the VMAR floats are really a first class product.*

*Geoff Leverton had a few problems with his Pepper as it seems that the floats were probably a bit small. He did manage a couple of successful flights and also did sterling work in the recovery dinghy.*

*Gerald's single float set up was a bit dicey at times and he did manage to fly into the bank and damage the main float.*

*I can see a conversion to twin floats coming up soon.*

*All in all a very enjoyable day and it is hoped to arrange more in the near future.*



**Water flying at Forcett Lakes.**

***Geoff Leverton's Pepper takes to the air.***

***Garth Wilmot's Stinger with VMAR floats.***

***Gerald Haley's Tutor on single float.***



## ELECTRIC MOTORS SPEED TYPE VS. BRUSHLESS OUTRUNNERS

8.

*This will not be a comparison of all motors of these types as I'm not setting myself up as an expert on electric motors, only as it applied to one model, namely my scale SE5a.*

*The first SE5a was built from a pull-out plan from a magazine. At 27 inch span with a Speed 400 flew, but not to put too fine a point on it, it was a dog. At this point I almost gave up.*



*I had the plan blown up to a 50-inch span (1270-mm); this model was fitted with a Speed 600 and a 3:1 belt drive gearbox driving a 12x8 prop. The power source was an eight cell 3300 NiMh pack, the whole setup coming in with a total weight of 77 ozs.*

*It was flyable with this set up, but with any suggestion of wind, it was not possible.*

*As it was a very enjoyable model to fly, the next move was to go brushless, so after a little research using the MotoCalc Programme (I can recommend this programme to anyone who is serious about electric flying, so long as it is used as a comparison,). the following setup was settled on: a 900 Kv brushless outrunner with operating efficiency between 20 to 30 amps, direct drive 10x7 prop, powered by two 2200 20C lipos connected in parallel which equate to 88 amps of available power. There was a slight weight saving of 10 ozs with this set up.*

*The increase in power output was 2 – 3 times better than the Speed type motor. The first flight went well but the model flew at speed far greater than that which could be described as suitable for a model of an aircraft of this vintage. So limiting the maximum throttle setting via the end point adjustment on the Transmitter (just love these computer radios), the final setting now draws about 21 amps (tested on the ground) which give about 15 minutes of continuous flying. Loops from level are now possible;, and with the ailerons on high rates, a roll is possible; not perfect but probably similar to what the full size SE5 could perform.*

*The following are the Static Predictions from MotoCalc.*

Motor	HXT 35-48	Graupner Speed 600 Race 8.4V
Current (A)	21.6	17.8

<i>Power Loss (W)</i>	<i>41.2</i>	<i>71.7</i>
<i>Motor/Gearbox Output (W)</i>	<i>188.2</i>	<i>85.7</i>
<i>Output Power Loading (W/lb)</i>	<i>45.9</i>	<i>17.8</i>
<i>Motor/Gearbox Efficiency (%)</i>	<i>82.0</i>	<i>54.4</i>
<i>Shaft Efficiency (%)</i>	<i>78.5</i>	<i>50.1</i>
<i>Propeller RPM</i>	<i>8563</i>	<i>4988</i>
<i>Static Thrust (oz)</i>	<i>32.1</i>	<i>25.5</i>
<i>Pitch Speed (mph)</i>	<i>56.8</i>	<i>37.8</i>
<i>Stall Speed (mph)</i>	<i>15</i>	<i>16</i>
<i>Optimal Flight Speed (mph)</i>	<i>23</i>	<i>24</i>
<i>Throttle for Optimal (%)</i>	<i>64</i>	<i>82</i>
<i>Duration at Optimal (m:s)</i>	<i>41:04</i>	<i>15:51</i>
<i>Hands-off Speed (mph)</i>	<i>25</i>	<i>27</i>
<i>Throttle for Hands-off (%)</i>	<i>67</i>	<i>87</i>
<i>Duration Hands-off (m:s)</i>	<i>37:33</i>	<i>15:12</i>
<i>Best Rate of Climb (ft/min)</i>	<i>516</i>	<i>155</i>
<i>Rate of Sink (ft/min)</i>	<i>-281</i>	<i>-304</i>

9.

*As can be seen from the predictions there was a big improvement by changing the motors. The actual flight duration for the Speed motor was about half of that shown above; nearer to eight minutes. As pointed out earlier the programme is good for comparisons of different setups*

*In conclusion the change was a worthwhile exercise as I now have an improved model.*

**Stuart Smith.**



We are on the web.

[www.hobartmodelaeroclub.org](http://www.hobartmodelaeroclub.org)

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Rosny Park 7018

*Fantastic photography by Peter  
Ralph.*



*A pair of Stingers in action—above Garth's and below Peter Ederle's.*

