The News Letter of the Hobart Model Aero Club Inc. February 2017

PO Box 1117 Rosny Park Tas 7018
Editor Stuart Smith 62477423
stuarttsmith@netspace.net.au

Wanted

OS or similar carburettor from a 30/40 size motor, the type that slides in and out to vary the fuel flow throughout the whole range.

Mike Hawkins 0438 650 760.

For Sale.

Ugly Stik – Wingspan 1555 mm – Motor Merco 61 twin plug

4 JR NES 511 servos unflown $170

Nostalgia.1938 Man plan scaled up – Engine Saito FA56 near new - wingspan 1980 mm – length 1400 mm - 3 servos $120

Phoenix IX.

Unstarted pattern kit – fibre glass fuselage for rear exhaust 60 engine and tuned pipe – designed for 3 leg retracts. Pre sheeted foam wings. $190,

Also available Puma rear exhaust 10cc engine c/w tuned pipe and air retracts

Precedent Funfly

Mid-wing design modified for STOL.- Motor new SC46 two stroke c/w muffler - GWS servos – wing uncovered with inset ailerons and fowler flaps $210.

Pilatus Porter.

Built from Airborne plans – wingspan 2000mm – 7 servos – Astro geared motor with ESC. $250 ono.

Super Tigre G75 ring R/C.

C/w muffler - new in box $160 ono.

Saito 300t TDD.

$ stroke 2 cylinder 50cc – brand new in original box with extras. (un-pumped model). $950 ono.

Puma 10cc two stroke.

Rear exhaust with tuned pipe $120 ono.

Laser 72” (1840 cm) - motor SC 20cc two stroke with muffler.

4 heavy duty servos - 2 tanks fuel and smoke – plans available $290.

Whistler. I think designed by Doc Brooke – wingspan 1530 cm – motor OS 61 FS (excellent condition little use) servos NES 8001 unused. $260

Sig Astrohog Bipe

Engine Saito FA91 four stroke (new un used) 4 servos $475

Great Plains Super Skybolt.

C/w all JR servos – motor Turnigy 5055 430 rpm

Convert back to Super Tigre 75? – plans available – paintwork shows some storage cracks – cowl wants repainting Offers?

Contact Rod Adams phone 64254428

More from the man in Canberra

Hi guys ,this is the latest project

A Bearcat , 80 inch. It says in the instructions to run a 30cc, but when it arrived it said on the box 35 /45 cc. So I'm putting a 55RA dle gas donk in it . Should boogie. The kit is from VQ models and before you all say , yeah rubbish , this is pretty good Having said that it will need a major beef up as the motor will be way over powered . (OH YEAH).

Anyway will keep you posted.

Also a snap of the newly completed , but not flown Cassutt racer. It is a 68 inch wing span, these things are only supposed to run a 120 glow motor, but after reading the reviews, they put a 60/ 65 cc petrol motor in them , so I will see how it goes. It has a 55cc dle gas donk . These things are supposed to do 250klms plus . Will see.

And last but not least a Top Flight Thunderbolt, 85 inch wing span. It's a razor back , covering is shit , but plane great. I will be putting a 85cc dle donk in it , this should make it go. Anyway all the best to all hope all of you are well .

Cheers

Peter Ederle

Bill's scale corner

This month I thought I would share with you a great way to get the CG of your aircraft correct. This is for you people with large airplanes or weak fingers.
Regards. Bill=

Vanessa CG Machine

Note : The 'Vanessa CG Machine' was I believe designed by the late Jim Archer, a modeler in the truest sense of the word "amateur", one who loves the hobby. It is offered here in memoriam to Jim so that others may benefit from his contributions to aeromodeling.

Centre of Gravity

Where it is located on your model aircraft is one of the most important factors in determining how well it flies. It is also one of the most difficult parameters to measure as anyone will attest who has tried to balance a low wing monoplane on a pair of pencils stuck in a 2 x 4.

If you want to know where the C.G. is located on almost any configuration of model plane accurately, and I mean within a sixteenth of an inch, make this device. I've been using it for many years on everything from a 1/2A two channel to a 26 pound 1/4 scale Tiger Moth. It works every time, is fairly simple to use, and it's accurate. It can be made of almost anything kicking around the workshop, a piece of 1 x 2 (or 2 x 2) wood about a foot long; a piece of 1/4 or 3/8 dowel also about a foot long; some flexible but strong rope about 1/8" in diameter; a pulley you can hook up to the ceiling (preferably over a bench where your plane can sit), and a little plumb bob.

Drill a hole parallel to the long dimension near the end of the 1 x 2. It must be snug enough so that you can just turn the dowel by hand. If it is too loose put a saw-cut through the hole and a bit beyond it, and a bolt with a wing nut (as shown in Fig. A) so that it can be adjusted by hand. A hole in the other end for the "hanging rope," a pulley, and two nails in a stud to snub the "hanging rope," and that part is ready.

Next, make two equal loops of soft rope or cord to support the model. The pair I use are 40" in circumference, and they handle most 40 to 60 size models. Cut two pieces of soft cord 40" long and tie the ends together. Pull them taut over your index fingers to make sure that the lengths are equal, and then put a drop of CA on each knot to assure they stay forever.

Now make a small plumb bob. I made one out of a 2" length of 3/8" dia. aluminum rod. I chucked it in a drill press and filed a point on one end. A small axial hole at the other end and a cross-hole made a neat place to tie a piece of string or thread. I discovered later that wallpaper stores sell cute little lead bobs that are perfect. About a foot and a half of thread tied in a slipknot will allow you to adjust the height of the plumb bob.

To use this marvelous device, place the model aircraft on the bench with the centre of the wing more or less below the pulley in the ceiling. Lower the dowel and support to a couple of inches above the wing. Place the 40" loops around the wing as shown in Fig. C or D, and wrap them around the dowel 4 or 5 times (same on both sides). Since the C.G. is normally well forward of the centre of the chord of the wing, there will be more weight on the forward side of the, loop than the rear, and the angle of dangle will be different fore and aft. Thus the rope would like to slip forward, but the wraps around the dowel provide enough friction to prevent this. Put the plumb bob string over the dowel. Usually it is more convenient to have the plumb bob on the inside of the loop, hanging over the fuselage, or wing root.

Carefully hoist the model a couple of inches off the bench. Steady it until it reaches a state of equilibrium. By hand rotating the dowel in its hole, adjust the model to a level flight attitude. An important detail in using this device is to have the dowel parallel to the wing spar.

Adjust the slipknot on the plumb bob so that it hangs just above the model and - Voila! - It points to the Center of Gravity. Since all of the weight of the model is being supported by the dowel, the C.G. will be directly beneath the dowel (where- the plumb bob is pointing).

Put a piece of masking tape on the model where the plumb bob is pointing, and mark the spot with a felt tip pen. Or better still; put the tape on before you hoist the model, mark where the C.G. should be, and then get the good/bad news when you hoist it. While it is still up there, you can add weight to the nose or tail, adjust the attitude to level flight again

by rotating the dowel, and see before your very eyes where the C.G. has moved to. After a couple of tries you should know exactly how much weight to put where.

Versatility.

Fig. C shows a high wing trainer, but the device works equally well with a low or mid wing pattern type aircraft (Fig. D). With a biplane, just put the loop around both wings (Fig. E). You say you have a J3 Cub with wing struts that get in the way! No problem; make a pair of 40" ropes with a loop at one end and a little wire hook at the other end. Feed this under the wing, around the dowel, and put the hook in the loop.

If you have flaps or strip ailerons that come close to the fuselage, and may not support the weight put on them by the ropes, a couple of things can be done. Make a single large loop of rope and sling it under the fuselage fore and aft of the wing as shown in Fig. F. Tape the rope to the bottom of the fuselage, far enough .behind the wing to keep the rope off the trailing edge. Or cut a piece of balsa (or Styrofoam, or aluminum) an inch or so wide and a bit longer than the chord of the wing at the root. Place this under the wing with the rope beneath. Make sure they stay in place as you hoist the model. A delta can be tested with the single loop fuselage sling method (Fig. F) by putting a strip of 3/32" balsa beneath the fuselage. The strip must be long enough to be held by the front sling, and protrude behind the wing for the rear sling.

Take a few minutes to put one of these things together. The dimensions and the materials are almost unimportant. It's the configuration and gravity that do the job. From then on you will know exactly where the Center of Gravity is. Where it

should be or where you like it to be is your problem.

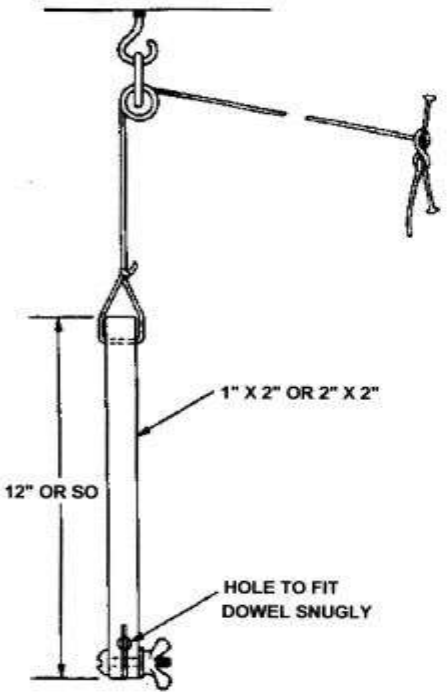


FIGURE A
THE DEVICE

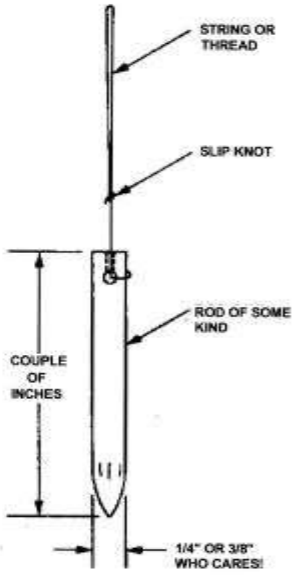


FIGURE B
PLUMB BOB

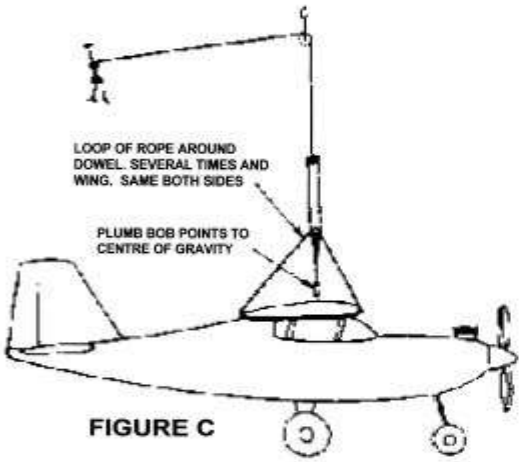


FIGURE C

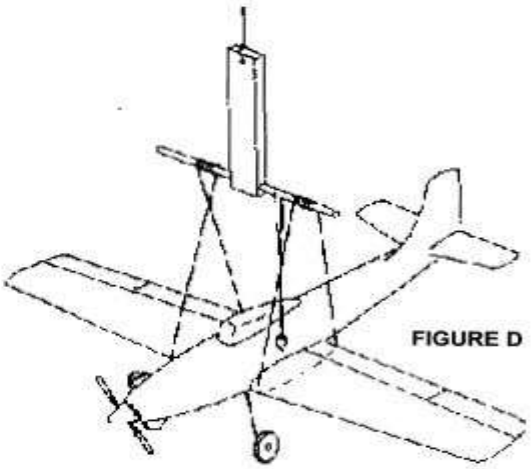


FIGURE D

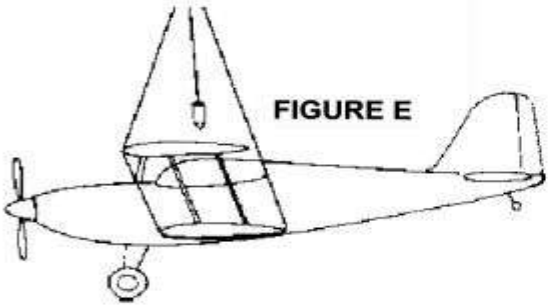
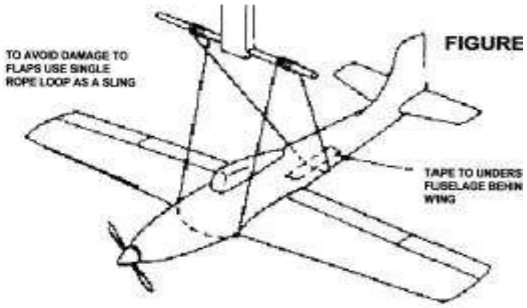


FIGURE E



FIGURE

President's report

There is not much to report this month with only a few things on happening since Christmas, the way we all like this time of year!

The committee will be engaging a contractor to spray the boundary fence lines along Colebrook rd. and Echidna lane with the intention keeping the grass under control and making KF look more presentable. As part of our obligations with Council we are required to maintain the boundary fences. A new ladder is also required to replace the current unsafe wooden one.

Plans are also under way to replace the main sign on Colebrook Rd, so stay tuned for a request for helping hands.

Some time ago, HMAC was approached by a metal detecting club with a request that they have access to Kelly Field to map the old race track and prospect for racing related items or artefacts. Their Club also offered to give us any model related items found. Stipulations would include, our mowed areas are not to be damaged in any way, the grounds are left the way they were found, there is no impact to our operations and the group has council approval. This activity could turn up some interesting conversation pieces, although be equally fruitless given the time passed and alternate uses Kelly Field has had over the years. I wonder how many wheels and mufflers are out there?

The recent Reno Day was interesting in that it didn't really result in reno style racing, however morphed into an AXN climb and glide event. Those that did try and push their AXN's around the pylons found it rather challenging and very stressful on the airframe. Those that had racers tended to be rusty, except for David whom always seem to have his Rare Bear at KF! Over all it was stated that it was an enjoyable club day with members flying models that had been gathering dust for some time. Peter Gard's AXN was interesting in that it flies like no other. Peter has flattened the wing tips by more than 75%, dramatically improving aileron response by reducing stability and transforming the model. Further, from repeated visits to 'hospital', Peters AXN now has a V tail and larger balsa ailerons. Unfortunately, a linkage broke so a direct comparison could not be made against the other AXN's that day. Stay tuned for another AXN and pylon day.

Next up is the Vintage Day, which is not just for older members! I am already looking forward to the smell of Diesel fuel.

See you at KF!

Regards,

Jason Bedelph

A reminder

Tom Boy, Vintage & Control-line – 18th/19th February

Some more from Peter's camera