



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

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Jottings

I saw our beloved president looking very perplexed, as he couldn't find the two flags he so carefully put away in the usual place.

After many mutterings he found them in the food/drink cupboard and swore he didn't put them there. Was it a case of a senior's moment, or was someone playing games. I plump for the former.

Nice to see Joseph Ortuso back at the field and after a couple of supervised flights with one of my models, I would say he is ready to fly his own models again.

We now wait on Erwin Boot returning.

Keeness is really to the fore when Peter Ralph arrived back at the field after returning from a 4 month sojourn in China the previous evening. No sign of jetlag here.

Peter Hubbard also returned after a serious illness and he seems to have recovered. Nice to see you back Peter.

You would have to wonder whether Nils Powell has a problem with Phil Hubbard. A gift of a Zlin 50 would be like a poisoned chalice. It was a dog for Nils and still a dog for Phil.

Garth

President's Corner

Well there was little to report last month and not a whole lot has happened since.

The weather has not been the greatest with wind however those that attended KF although small in number most days did get in some good flying. In fact the weather on some of the weekdays was excellent.

Some of our travellers are back after months abroad. Peter and Amy from China and Jason and family from the UK and Africa.

Unfortunately Jason had to return early due to the passing of his father (Jack) who had been ill for quite some time. A long time friend of the club. Our thoughts go out to Jason and his family at this difficult time.

Ray Stidson has returned also and Glenn Pearce after a long stint on the mainland is due back this week. JJ is somewhere and Julian Scott had an enjoyable trip to Canada. I must have been the only one that stayed home.

Some of you may know already, but we have received planning approval from Clarence Council to erect our new sign on Colebrook Road and measures are underway with a local contractor to get this erected very soon along with the Tailfin sign at the gate entrance.

Members visiting KF from yesterday (Wed) will notice that the club name is now on the front facade of the clubhouse. Along with the flags, this is an effort to raise our profile with visitors, the public and encourage members to be proud of their club. The wording is visible from the highway with good eyes.

The entry road on our property is deteriorating we know and we have contractors reviewing this currently.

A contractor is also looking at the renewal of the outdoor shelter floor however the road is first priority.

The 'Cockies' have had a good old chew of the property this year but luckily not too much damage in the irrigated areas of the runways. The East/West and northern end of the main runway sustained the most damage. We are on top of it and all are flyable.

The club Xmas dinner is approaching and we are currently making enquiries re venues etc.

We will be calling for numbers from those that wish to attend shortly so that we can confirm our booking.

I wish to welcome all the new members to the club and trust that they will enjoy their time at KF.

Well that seems to be all. Happy and safe flying and keep to 399 feet!

Barry

PS. I think somebody put the flags in amongst the chocolates deliberately knowing that this would cause me some distress because I could not find them! B

The Pup

The Pup is basically finished and I am now waiting on the painting of the 6 roundels , 4 on the wings and 2 on the body plus the image of an emu on the red band on the body.

I will remake 2 of the flying wires just to make the assembly a bit better and I should cover the wheel spokes as per the full size planes while I wait for the roundels to be painted. It weighs a bit over 21kg and the balance point is fine with the 1.8 kg of ballast. The 3 radio systems have been charged and bound to the transmitter and the on board glow driver lights up the 9 glow-plugs. I need to make the struts between the ailerons (not essential) still but at present I have not decided on their type of attachments to make assembly simple, I do not want more bolts to put together.

I have to run the engine for a while so I will bring the body only to the field once the painting on the body is properly dry. I need to get in some flying practice with my Cub now that the weather has improved as my landings in variable wind conditions is now a bit average to say the least. The Pup has approximately 50% more wing area than the Cub and a lot more drag so sudden gusts will be interesting.



The attached photo of the Pup on our dining room table is a test for my assembly technique and it turned out to be much easier to connect the front wing wires (all 16 of them) than trying to do it at ground level however lifting the assembled plane off a table is not possible safely. The adjustment of the wing landing wires to get the dihedral and the incidence correct is the most critical after that the flying wires follow fairly simply all be it still time consuming. The undercarriage deflection of the swing axles is now about right looking at photos of full size

planes and it leaves plenty of movement for heavy landings before they hit the stops.

Regards

Keith Drew



Kelly Field crashes

Occasionally when sitting quietly at Kf having morning tea someone pulls a stunt to the amusement of onlookers that suggests we need to pass on some information. With this as background, it's time methinks for some briefings on "dead stick" landings, more properly known as forced landings. Where's this "dead stick" come from I hear you ask? I'm told that in the early days - over 100 years back - even before the oldest of us were an evil gleam in the eyes of our fathers, the prop was known as the Stick and was quite frequently stationary, in the air unfortunately, when the term "dead" seemed appropriate to more than one pilot.

To start with, some notes on take-off, and problems that can and do arise

Here I'm assuming the motor has stopped and that no power is available. However, elec flyers should be aware that most ESCs have an emergency provision that enables power to be at least partially restored when the motor stops due to the battery going below the protective cut off voltage. With a level of intelligence suggesting no pilots were involved in their design, ESCs are built with two circuits, one for the receiver and the other for the motor power supply which operates only on the motor circuit, leaving the receiver circuit operating normally. Power recovery is normally initiated by closing then reopening the throttle, this restoration of power may be only partial, perhaps half power, or be time limited but considered enough for a reasonably alert pilot to make a prompt landing, potential battery damage being considered preferable to writing the model off.

Few of us have escaped power failures in our models but successful forced landings should follow from correct flight conduct and planning. In particular, those balloon take-off's so often seen where the model pitches up as the wheels leave the ground and the model climbs out, nose high with low airspeed are not good technique unless deliberately done for some obscure reason with attendant risks being accepted.

Ok you roll for take-off -Once airborne, keep the model in an attitude where the speed can build up, lowering the nose if necessary. Only then, when you have adequate speed should you start the actual climb out proper. This varies enormously, some models with good power pass through this phase more or less instantly, others chug down the runway slowly building up speed giving the pilot time to finish his coffee, which makes providing definite rules difficult

What the hell's wrong with a nice balloon take-off do I hear a voice mutter? If your nose is high, speed minimal, and the motor quits then. as our American friends would say, "you can kiss your ass goodbye" the model is in the process of being modified for transport in a supermarket bag. The high angle of attack and low speed (the classic stall condition) leaves the controls relatively ineffective. The speed decays and time passes as you contemplate the lack of noise, think about what action you should take, and you stall it in without enough forward speed to regain effective control . There is a period on take-off when all aeroplanes are vulnerable in this way. Until you are established on crosswind leg a landing straight ahead is the best and in fact the only option. A straight ahead landing into wind under control being far better than stalling in or trying a turn back to the runway, and losing control trying a downwind landing.

So, climb out straight ahead with adequate speed to ensure control if the motor quits, maintain runway heading until a landing straight ahead on the runway is no longer possible remembering many runways have a cleared area past the threshold for just this reason, the N end of our main runway being an example, then turn crosswind.

Now whilst this is basic airmanship for any aircraft big or small, It is your model and within safety and ability considerations members are free to operate in any way they choose and these notes are only guidance.

Next time I hope to go further into the circuit and the way we should cope with engine failures.

Safe flying guys - have fun. Nils