



The News Letter of the Hobart Model Aero Club Inc. January 2018

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Looks as if this Kelly Field co tenant has had a good Christmas dinner



Promotional Material

From early January 2018 there will be items available for purchase by members.

All clothing items will carry the club logo.

Caps. Dark blue breathable material. \$12

Beanies. Dark blue. \$12

Polo Shirts. Type/colour to be decided.

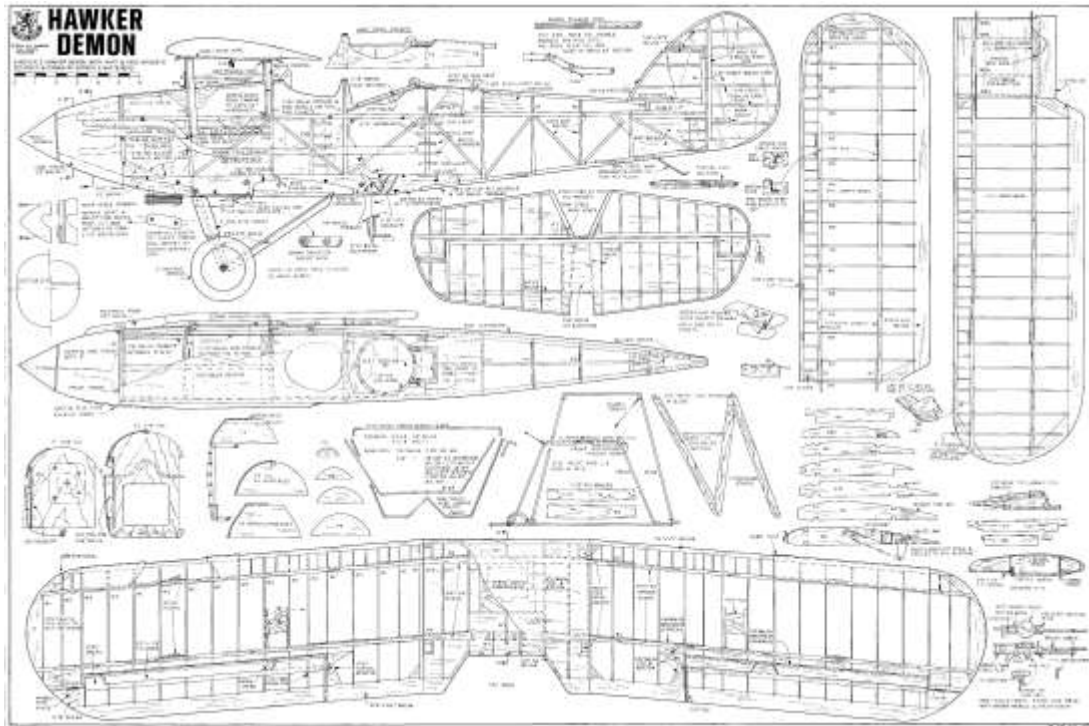
These will be ordered according to your size requirements \$28/\$32

Rear window stickers are available free in the Clubhouse. There are two different types and two sizes. 100mm high and 60mm high.

I encourage all members to make an effort and fix one of these to their vehicle. It is only by advertising that we can hope to attract new membership to the club.

Barry Gerrard

My new model



[www.rcgroups.com/forums/showthread.php?547277-Gordon Whitehead-Hawker-Demon](http://www.rcgroups.com/forums/showthread.php?547277-Gordon+Whitehead-Hawker-Demon)



Span 46 inches, All up weight 3.6 lb

Motor Prop Drive 3542 1000KV

Prop 11x5.5 APC

Battery Turnigy 3 cell 3000 mAh

ESC Turnigy Plush 40 amp

As can be seen from the plan the Gordon Whitehead construction details are that close to the full size plane a bit too complicated for me, so I simplified the construction using methods I have used for years, a proper d-box structure for the wings.

Some the departures was not using rubber bands to attach the wings and under cart, mine is bolted on, and a top hatch to access the battery, finely the most important in my opinion was changing the wing section from a Clark Y to my favourite a NACA 2412. The only thing yet to be added to mine is a rear gunner with a gun, but still looking for one of the right size to match the pilot.

I have only had two flights so far, they were very pleasing, still needs a bit more trimming when the flying conditions are suitable. Stuart

Around the hangar.

Members should be wary of letting Nils hand launch models. At his last attempt, when launching a wing for Peter Ralph, he not only had one wing low, but he managed to hit himself in the head! Not your best effort Nils!

The Christmas lunch was not really well supported, however those that did attend thoroughly enjoyed themselves and appreciated the good food and camaraderie. Most members were accompanied by their wives. We also enjoyed the attendance of club patron Doug Chipman and his lovely wife Jo. There were a couple of good prizes and a good lucky door prize kindly arranged by Bill and Val Gregory. Awards were given to Ken Ward (most improved flier and Phil Hubbard (most support to the club). All-in all a most enjoyable lunch.

On Monday 18th December Bill Jennings made a somewhat rare visit to the field together with former member Peter Ederle now a Canberra resident. Bill is now in good health and we look forward to seeing him at the field more often.

It seems FPV is currently the new fad. Peter Ralph has a wing duly equipped and Nils Powell has now purchased the gear to follow suit. I think Nils is installing it in one of his regular electric fixed wing aircraft.

Boxing Day provided one of the better flying days for some time with only four members in attendance. Three of the four were too lazy or too full of Xmas fare to bother to fly, just sitting around yarning and drinking coffee. Nils missed out on chocolate brownies and stolen!

Let's hope for a little less wind over the next few months, Garth



Pic sent to Amy while I was at K.Field today. She calls him Limon Man.....as he has given her many nice lemons from his garden. Not that he is a sourpuss, despite what others may think...lol

We Chat comment back to me from Amy re picture....."It`s beautiful, like an old naughty boy. Ha ha ha".

Her English, dodgy, but seems to express her thoughts. Accurate???

Sent a pic of Nils also but not interesting. Who would think of "Old naughty boy".?

A wing with class



Comments by test pilot Peter R

An all balsa scratch built wing by Chris R. Flew almost perfectly on test flight.

Very moderate power but a little too fast for comfort for my ageing reflexes at less than 1/2 throttle due to extremely clean aerodynamic design.

3 to 4 attempts needed each time to land it. Admittedly there was no head wind but with zero throttle it glided on forever. Reminded me of my,

(and Nil's high performance Alps gliders).

Used slightly heavier of two 2200ma lipos for first flight. Good.

Second flight used planned for lighter lipo. Even better. Perfect flying responses except for being a bit sensitive to elevator around neutral (due to high glide speed), when trying to land.

Needed.....a younger pilot or 10/15 % exponential for elevator???

Presidents Corner

Well Xmas is over at last and everybody has been well watered and fed. We all hope that the winds will be a little kinder to us in 2018 for flying as it is 38km plus as I am typing this.

Not a lot to report this month as flying has been thin on the ground and KF is becoming more regular maintenance rather than projects.

The Xmas lunch has passed and was enjoyed by all those that attended.

I have been touch with Jemma Oakley and it is anticipated that the horses will return to KF in mid January. Due to the dry slow growing conditions it is unlikely that any baling will take place this year.

Some of our older members have slid into their comfortable outdoor setting chairs in the shelter and now it is a problem to get them out. It would appear that this is going to become a social gathering interrupted occasionally with a fly.

As noted in my circulated 'Information Sheet' the driveway potholes will be attended to on Tuesday 2nd January in the afternoon, weather permitting. This is a temporary repair.

A gentle reminder to all using the club kitchen facilities. Could all members and your visitors please make the effort to wash/rinse/ dry and put away all cups and utensils please. This task invariably ends up with Val Gregory and Ian Searle to keep the clubhouse tidy and this should not be so.

The Scale Day/Electric Fly in still set down for March long weekend so please indicate your interest in this proposed event to a committee member or Bill Jennings so that we can gauge as to whether it be held or not.

That appears to be all for this year. Happy New Year to all and happy and safe flying 2018.

Barry Gerrard

Bill's scale tip bits

After all the overwhelming inquiries about Fighter aircraft markings the theme will continue :) This time Great Britain.

The early camouflage colours for the RAF was known as the Temperate Land Scheme comprising of Dark Earth and Dark Green on the upper surfaces. They consisted of two patterns known as "A" and "B" schemes.. These were applied on the production line as a mirror image of each other to alternate aircraft. The underside were to retain aluminium or painted silver.

Following the introduction of camouflage further changes were made to the national markings. The red white and blue roundels were replaced with duller shades. Additionally a yellow ring was added to the upper wing and fuselage roundels. At the same time the underside of fighter aircraft were to be painted in a special half white and half black scheme "night & White". this was so the aircraft could be tracked by the Observer Corps (bet you didn't know that).



August 1941 a new scheme "The Day Fighter Scheme" was adopted. Ocean Grey replaced the dark earth colours. The under surfaces colour development had started in 1936 primarily for day bombers. Experiments were conducted as well as clandestine photography flights over Germany. The aircraft that conducted these flights was painted in a very pale green and was successful in concealing the aircraft from the ground. This led to the "Duck egg Green" colour being adopted for the underside of all RAF aircraft.

Fly and think safety Bill Jennings

For sale Fox Glider



Make an offer to Bob Morrison on rbmorrison48@gmail.com