



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

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### More from Peter's Camera





## **Presidents Corner**

The weather has been a little more kind of late. Some catch-up flying has been done and some new models have appeared.

The Scale Day preparations are underway and it would appear that there will be a reasonable roll up on the day with some visitors from other clubs. Jason and Bill have organised some prizes for the day. It would be appreciated if club members could make themselves available for judging etc. if required.

We recently had a 'Lipo' fire incident with a crashed glider. This prompted a review of the fire preparedness at KF and this showed a lot of weakness. Consequently a fire procedure bulletin was posted to members and hardware has been bought and fitted where required. All members are requested to acquaint themselves with the procedures and equipment. You may need to use it one day. I wish to thank Nils and Bob Morrison for their suggestions and input into this.

Continuing on with getting more exposure out there, Stuart Smith and I have developed some information cards so that prospective new members and visitors can have that information readily available. These are in the shelter in a box on the notice board.

McCanns have offered space on their counter for HMAC Flyers and cards. I have developed the Flyer and will deliver both in the near future.

Phil Hubbard is developing a 'log' to record questionable crashes in the south west corner outfield to see if there is perhaps any correlation between Pilot, Transmitter, Receivers etc and possible frequency interference.

Mike Hawkins had the opportunity to have a frequency scanner at the field recently and this surprisingly showed a great deal of interference on the 2.4 band all round and particularly toward Campania. The jury is still very much out on this subject however every bit of info will add to the mix. Could still be agricultural or highway communications and we may never find out. It is only the 'quick connect' technology that appears to keep us in the air.

Phil has also managed to find a couple of timber tables with no steel for our 'Quad' pilots so that the models can be set up without steel interfering in the setting up.

The promotional car stickers have all gone and the stocks have been replenished.

Approx 12 members so far have ordered shirts. This is most encouraging and made the exercise worthwhile.

That's all and Happy Flying.

Barry Gerrard

## **Around the hangar**

At the field I noticed an interesting little model belonging to Bob James. It was an Eflite UMX Timber and featured flaps and Tundra type wheels. Specifications listed below.

**Wingspan:**700 mm (27.6 In)**Overall Length:**467 mm (18.4 In)

**Wing Area:**119.0 sq In (7.7 sq Dm) **Flying Weight:**121 g (4.3 oz)



The cute little model seemed to fly for a long time on a 2S battery and handled the wind with ease. The flaps made landing a breeze and would be an ideal model to fly in a relatively small area.

St. Valentine's Day proved to be somewhat interesting at Kelly Field.

There were three crashes in all and reasons were somewhat varied.



I had fitted a new receiver (not genuine Spektrum) in an old FMS Super EZ and proceeded to my first flight of the day and experienced some loss of control immediately after the climb out. I managed to regain control and land safely.

A number of range tests followed and no loss of signal was found at double the normal recommended distance. I decided to try again (big mistake) and this time again lost control and could not recover. The receiver went into the bin.

Later in the morning two models crashed at the same time and immediately the cry went up “interference”, however I was far from sure. I had my own theory, and it has now been established that pilot error and pilot distraction were the probable causes. The fact that both models came down simultaneously without a collision adds to the mystery.

The real worry came when Ray Stidston’s Radian emitted black smoke and then caught fire. Fortunately it came down on the strip, however by the time an extinguisher was brought from the shed, the model was totally destroyed.

It is now totally obvious that an extinguisher must be available on the flight line at all times. If the fire had ignited in the longer grass, we could have had a major grass fire! Subsequent instructions on the subject have been circulated.

On Thursday 22<sup>nd</sup> we had two crashes at the southern end of the field and on both occasions the models appeared to lose signal and plunge to the ground.

The pilots, both of whom are relatively experienced, certainly lost control and we must wonder about the cause,

Most accidents at the field seem to occur toward our southern boundary and one wonders whether machinery being used by our neighbour could cause any interference problem. I can’t answer that. I don’t know if it would make any difference, but it is a requirement that fail-safe is programmed on all models. After all programming is completed on a model, rebinding should be effected. Safety is a priority.

Garth

### **For Spitfire lovers**

Those members with Netflix there is a new film on the Mk 1 Spitfire called "Guy Martin's Spitfire" If you can put up with twit providing the commentary it's worth a look.

### **Bill's scale tip bits**





**A 1/4 scale Focke Wulf from one of my big island friends**

**Fly and think safety Bill Jennings**

## **Mishaps ???**

**An oddball accident recently. Two models, crashed within seconds and a few meters of each other. In the SW direction but not so far out as to consider this a typical SW problem, and as I recall both ended up very close to our short runway just west of the junction.**

**Several of us were standing at the clubhouse and hearing a "bang" and looked up to see the models crash. a Ha - a mid-air. A simple straightforward conclusion. Like hell it was - no mid-air, the sound was from some distance away and merely coincident with the models demise. Pilots much closer were able to confirm this.**

**So what did happen? Thankfully both pilots were straightforward in their explanation. One got a poor hand launch and lost control and the other pilot, because they were so close, in deciding to watch the unfolding gyrations, promptly lost control of his own plane.**

**At first glance it was a simple accident with nothing of particular note when I heard a shout "hey - something's burning". Sure enough a cloud of nasty dark smoke was emanating from one model. The Lipo had fired up destroying the remains. Any lessons here?**

**First An old aviation rule that has stood the test of time. For any aircraft emergency - Aviate - navigate - communicate - In that order of priority. The first item on the pilots agenda must always be - aviate - or fly your own model, do not get distracted. Another lesson - LiPos in an accident are always untrustworthy. This one took a short time to light up (not sure how long) and gave warning by the smoke before the flames became obvious but I have experience of a Lipo that appeared to explode on impact so fast and vicious did it burn.**

**Never a dull day at Kelly Field.**

**Nils**

## **The Scale Day**

**Our scale day is getting close, being scheduled for Sunday March 11th.**

**I am currently looking at anything needing attention to ensure the day is both safe and enjoyable as part of a safety assessment required of us in running the event.**

**There will be members from other clubs in attendance not familiar with Kelly field, so on the day we may have to ask some of our own pilots to undertake a watching brief in the event something untoward happens. This, from past experience is very unlikely so should not in any way detract from enjoyment of the day but we do have to be prepared should action be needed.**

**As examples**

We need two members familiar with our fire fighting equipment standing by and ready to roll if needed.

If past experience is any guide there may be very large models present and owners may need assistance particularly with spectator control and restraint.

Marshals to help visitors find places to prepare and ready models and make them welcome.

In general I can sort this out on the day but if you know you will be present and are prepared to help I would appreciate an email letting me know in advance. If you have any particular expertise so much the better.

Contact = [nibi108@gmail.com](mailto:nibi108@gmail.com) Thanks guys - All we need now is a fine sunny and calm day.

Nils Safety officer

## More around the hangar

We recently had a visit from David Axon down at the field.

David is a former president of MAAA and a life member. He advised me that his wife Toni had also just received a similar award for many years spent in assisting to run contests and events. David was actually here to compete in the penny-farthing races at Evandale. Not a bad effort for an eighty year old! David has also been involved with pylon racing for many years and has travelled to numerous World Championship events. He still flies in Quickie 500 events.

On Monday 26<sup>th</sup> February we welcomed pilots Ed Ringleman and Bo Lemay Who have been down here flying for scientists in the Grumman Gulfstream seen over Tasmania recently. Ed wearing the blue cap is a model flyer in Colorado USA. We did donate a couple of club caps to the boys who were flying out the next day stopping at Samoa, Hawaii and home to Colorado.



**We received the following email from Ed before his departure:**

**From Ed Ringleman**

**Thanks for the guys names in the photo. I'll send a care package to you sometime in March.**

**The flying club I belong to is the Arvada Associated Modelers, Arvada Colorado.**

**<https://www.arvadamodelers.com/blog/just-another-day-paradise/>**

**All the best to you and the gents at the flying field.**

**Ed Ringleman**



**We have also had a visit from Manxman Mike White who sent us the following email: From Mike White, Isle of Man (I have taken the liberty of making minor spelling corrections...Ed.)**

**I visited your flying site at Kelly Field for an hour or so last Sunday afternoon and would like to thank those to whom I spoke for theirs, and your clubs hospitality. It was a great day for flying which I enjoyed watching.**

**When I get back to the Isle of Man I will send you some images of our “goings on” and some of my designs which will be in the RCM&E magazine in the coming months.**

**Thanks again for an enjoyable hour or so.**

**Best regards. Mike White.**