



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

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Solar-Powered Flight Record



A solar-powered drone to be used by the British military has set a new flight record, its developer Airbus said.

The Zephyr S broke the endurance record for an un-refueled aircraft at 1.53pm (GMT) on Wednesday afternoon, surpassing the 14 days, 22 minutes and 8 seconds set by an older model in 2010.

The plane, which weighs around as much as an average human, cruises in the stratosphere at around 70,000 ft, and runs on solar power during the day and solar-charged batteries at night.

It can be used for a range of purposes from monitoring environmental disasters to satellite communications and assisting border patrol missions.

Described by Airbus as a High Altitude Pseudo-Satellite, a cross between a satellite and a drone, it has a wingspan of 25 metres and weighs around 75 kilograms.

The Ministry of Defence has ordered three, an Airbus spokesman said.

It has been in the air since setting off on its maiden flight from Arizona, in the US, on July 11 2018

Understanding RC Antenna Operation and Placement

The additional attachment with this News Letter is some information that our Sec Ken found, it may help settle some of the of the questions around the table after a number of unexplained crashes.

The web site it was taken from was <https://www.rhelicopterfun.com/rc-antenna.html> it deals mainly with "helis", Ken and myself have under taken some editing, thus removing some of the references to "helis" and some of the web site adverts. If you wish to read the full article check the web site, also there is an interesting article on called **RC Spread Spectrum Demystified** with explains the **2.4 GHz Spectrum**. If there is any Member whom would like to see this article I will extract it, edit it and publish as a PDF file.

Stuart

President's Corner

Well, there has been a lot of wind and cold over the past months however amongst all that there were the odd couple of good flying days. Some days only a couple of hardy souls braved the cold.

Not many new models to report however Damian seems to have been filling up his cupboard with a bunch of jets with some still in the hanger.

The club has purchased an outdoor gas heater for the shelter in place of the dirty old fire pots and has come into instant good use.

Due to the demise of the club electric trainer (at the hands of yours truly) during a young student session, we are in the process of replacing this with a more crash resistant foam model. The Boomerang whilst in the shed has become soaked with water blown in under the shed roofing and not worth fixing. Ken Ward is looking into the replacement.

The shelter concrete floor is in the process of being organised and will be in place before Xmas. I am holding off at present to proceed until the grounds dry out a bit as heavy machinery i.e.: digger and concrete truck will find it a little soft.

To make lighter work of maintaining the runways for the benefit of members we will be trialling a diesel, cabin, 5 gang reel mower obtained by Phil Hubbard. All going well this should improve the quality of the grass, perhaps lower the grass height even further and reduce the mowing time by 2/3rd.

We have recently been having a few issues with the horses getting out and some minor damage was caused to the control circle.

Should damage occur because of another event to the main runways (particularly as the ground is soft) I may be forced to ask for the horses to be removed.

Jack Tonks I understand is still in hospital. We wish Colleen and Jack well during his recovery. Nil's is out of hospital finally and back home at Eaglehawk. He is improving although slowly and we wish him well also.

That's all folks. Happy flying,
Barry Gerrard

Around the hangar.

I seem to be in continual receipt of bad news of late.

Recent news is the passing of Tony Farnan, a long time modeller and old friend. I first met Tony at a flying display at Burnie when he came over from Melbourne together another old friend and well known modeller the late Monty Tyrell. I transported a group of Hobart modellers to the event.

Tony was originally the first importer of OS products while working for Model Dockyard in Swanston Street, Melbourne.

I recall him having a very successful OS 15 powered speed model at our own Campbell Town National championships in 1958.

Later on he regained the OS agency and Model Engines was established. Now sadly, both are gone!

Nils Powell is home at last and gradually regaining health, although he has a long way to go. We wish him well! Ken and I visited him on Sunday 26th and he was very pleased to see us. Billie also appears to have fully recovered. Hamish even came over for a pat.

Also Jack Tonks is hospitalised and not in a good place. I am sure that we all think of him and wish him a speedy recovery.

I have a number of models which are surplus to requirements and are for sale fully equipped except for receiver and battery. Receivers could be negotiated.

Garth Wilmot.

For sale



Le Petite. Small full house biplane complete less receiver and battery \$100.



MX2
completely
fitted out with
Hitec/Multiplex
servos \$100.



Eflite PT19 Great flyer
\$150



Club Contest winning
Clouds Fly AXN. \$80