



Torque Back

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We are on the web:
www.kellyfield.tk

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Check out the TMAA web site
at www.tasmodelaero.com

Courtesy.

Members are re-quested to refrain from executing high speed low passes when flight training is in progress.

It is most disconcerting to pupils when this type of flying is going on right before their eyes.

Always show consideration to novice fliers and remember when you were in this category yourselves.

State Electric Fly-in 24th April.

Unfortunately the weather gods were not kind to us on the day with fresh winds making flying fairly risky. It was not practical to postpone the event until the following day because the weather forecast was still unfavorable.

A few hardy souls who did have suitable models did put in a few flights without any major misfortune. Mike Adams made the trip down from Launceston with such a large number of models that it was difficult to imagine how he had enough room in the car for his wife.

The lads from LMAC brought down some interesting electric combat wings which did impress the onlookers.

Greg Robertson also had a very impressive electric pattern model which flew as well as most i.c. models. It was, of course, built and finished to Greg's usual standard.

Overall it was a somewhat disappointing day, however we can't control the weather.

The ladies committee did their usual catering to satisfy the hungry

Erwin has re-stocked the fuel cupboard in the old shed/old clubhouse at Kelly Field at Richmond and we have now also added a 5% nitro mix to our fuel stocks.

There are on hand in the locked cupboard in the old shed (Ken Jones, Myles McGinniss, Ian Searle, Jack Tonks and Erwin have keys to it), bottles of each of the following:

82% methanol/18% oil - 3 litres for \$20 (green tags on fuel bottles)

10% nitro, 18% oil, 72% methanol - 5 litres for \$50 (orange tags on bottles)

5% nitro, 18% oil, 77% methanol - 3 litres for \$27 (red tags on bottles)

Please note and remember that the cost of the plastic container is NOT included in the price - the price is for the fuel contents only and you must leave the empty bottle in the cupboard for Erwin to refill for the club.

If ever you know beforehand that you are going to need fuel on a particular day, please ring Erwin on 0418 127514 to make sure that he (or somebody else) will be available to get the fuel for you.

One member's experience with an R/C simulator:

I read with interest the opening comments in last month's 'Around the Hangar' about the many financial members that are seldom seen at Kelly Field. I rejoined the club early this year after an absence of many years, planning to resume my 'basic training' and get back into the hobby. Models have been overhauled, engines test run, and recalcitrant battery packs coaxed back to life (or replaced) -all in preparation for my return to Kelly Field. Alas, events have conspired to keep me away on all but the most unflyable days.

Frustrated with this lack of progress and determined to make some positive steps toward getting airborne I decided to investigate RC simulators for my PC. I had seen the market leading product advertised in the magazines, but wondered if there might be a more economical way. What I discovered is that there are a number of RC simulators around. A few are fully functional free downloads. Three that are worth mentioning here are RC-Airsim, Flying Model Simulator and Manuel's RCFSim. I've included the links at the end of this article. I tried each of these and found them to be useful although sometimes tricky to install and configure correctly.

A little more research, mostly starting with the Google search engine and following links and clues found on the sites that I visited led me to a commercial simulator called RC Plane Master. Various discussion threads and user reviews seemed to rate this one consistently above most others. In many cases it rated near or equal to the leading commercial product—Real Flight G3.

Although RC Plane Master is not free, it is available as a free download that allows you to test the product on your PC for up to five minutes per flight. If you like the product and to buy, it's a simple matter of on-line purchase for US \$39.99. In return Reality Craft will email with the information necessary to download and unlock your fully licensed copy. I found installation and setup straightforward and I was flying this enjoyable simulator in next to no time.

A transmitter interface or dummy transmitter is essential to make any RC simulator into a realistic training tool. Nobody takes a computer keyboard to the flying field! These days a USB interface or control device is a simple way to go. You could use a joystick or game controller. I chose a USB interface from Mile High Wings for my JR radio. Another US\$39.95 (plus freight) online purchase and the folks at Mile High Wings will send you one of their great little interface boxes all ready to go with the correct plug for the buddy socket on your nominated radio. My interface arrived within seven days of ordering and functions exactly as one would expect.

So there you have it—RC simulation and training in the privacy of your own home for US\$80. Why not give it a try and sharpen your skills during those dark winter nights? I plan to hone my basic skills and hopefully accelerate my progress as an aspiring RC pilot. I am also eager to get a new project onto the building board - perhaps an electric old-timer? That's another story, but I'd welcome any suggestions. I strongly advise that you try the 'free' downloads on your PC before committing any cash. (continued page 4.)

The club trainer is up and running and getting a fair bit of use with several new or potential new members in attendance.

The 3D type models seem to be gaining popularity of late with new Seagull Harrier .46 models from Geoff Leverton and Garth Wilmot performing very well. Grandson Danny Port is always very keen to get his hands on Geoff's model for a bit of added excitement!

Bryce Atkinson has been having a few problems with his own design .46 powered flying wing. After apparently overcoming rearward C.G. problems the model suffered severe elevon flutter which did cause minor structural damage. The model does appear to be somewhat overpowered but Bryce likes them fast.

Erwin Boot is enjoying his new low-wing Extreme Stick and his Ultimate Bipe. Now that he has reduced surface throws, the Ultimate seems to be a very nice aircraft. Erwin has also acquired my very well worn vintage Taurus.

Ken Jones has suffered a loss with his much maligned VMAR Beaver biting the dust recently. Ken seldom crashes his models but the Beaver was a dog from the start, I doubt that anyone could succeed with this machine.

Peter Lambert has his electric powered Avro Lancaster flying at last. This is an impressive flyer and does not seem to have any vices. Of course Peter's models always fly well!

Jim England is another multi engine enthusiast with his Bristol Blenheim joining his Dash 8 in the hangar. The

Blenheim is also very impressive in flight.

Ray Maunder is really stirring the sticks with his relatively new Sweet Stick. If the model is to survive for any great length of time I think Ray needs to curb his enthusiasm a little.

Peter Hubbard has also had reasonable success with a similar model and feels that it is easier to fly than his previous trainers.

Ray McCarthy has purchased a new JR radio and hopes that this may cure unexplained gremlins.

Michael (Figjam Ralph) is promising a return to pattern flying and has actually been practicing lately with the his latest 2 metre model. He must have regained enthusiasm after coaching Danny Port.

Peter Ralph has a new Extreme Stick powered with an ancient Enya .46 four stroke. The performance is quite reasonable and rather surprising with this old engine.

Nathan Patterson is another with an Extreme Stick and his flying is improving dramatically.

Don Sutton has had a run of bad luck recently in writing off a brace of Extreme Sticks. Don's problem was traced to low range on his radio, so members should make a note to range check their radios more frequently, and particularly after any crash. We do seem to get rather blasé in regards to this requirement. It is also prudent to check all wiring for black wire syndrome on a regular basis.

(cont from page2.)

It's a low risk way to see if one of these products is right for you. You will find the simulators and interface I mentioned at the following links:

http://www.realitycraft.com/RCPlaneMaster/rc_plane_master.htm

<http://www.milehighwings.com/index.htm>

<http://members.tripod.com/manuelguillen/pcair2/air.htm>

<http://www.fabricated-reality.com/RC-AirSim.htm>

http://www.n.ethz.ch/student/mmoeller/fms/index_e.html

Postscript: I'm not associated with any of these developers or companies—I'm just a curious modeller sharing my experience. I can't offer any support or warranty that this will work for you, although I would be interested to hear from anyone regarding their experiences and thoughts. My email address is len2@inet.net.au

See you at the field Len Gay.

Annual General Meeting.

The Annual General Meeting will be held at the Kelly Field Clubhouse at 11.00 a.m. on Sunday 19th June 2005 to be followed by a general meeting. A barbecue lunch will follow. Members are urged to attend .

There will be an election for office bearers for 2005/2006 and nomination forms are available in this newsletter. Nominations must be received by 9th June.

The positions to be filled are: President, Vice-president, Secretary, Treasurer, Publicity and P.R.O., Contest Director, Newsletter Editor and Committee Member.

At the time of publication the following committee members have indicated that they are willing to re-nominate for 2005/2006:

Ray McCarthy (President.)

Jan Wilmot (Vice-president.)

Mary Patterson (Treasurer.)

Ken Jones (Committee.)

Garth Wilmot (Newsletter Editor.)

This does not necessarily indicate that the remaining office bearers do not seek re-election.



Geoff Leverton's o/d pattern model.

H.M.A.C. inc. Nomination form.

***I hereby nominate..... for the position of
..... for 2005/2006***

Proposer.....Seconder.....

I hereby agree to accept the abovementioned position if elected:

Signed.....Date.....

H.M.A.C. inc. Nomination form.

***I hereby nominate..... for the position of
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The Presidents Report.

After losing another plane in mysterious circumstances, I finally have to acknowledge that it is a radio problem.. So regretfully I have retired my JR 388. On looking at its history I have been using it for ten years, so I can't complain.

After each of my accidents I have always been in the habit of looking at the structure of the airframe of the departed one to see if there are areas that need refining

The one thing that seems to consistently come up is the fixing of hinges. In the ARF models it seems to be extremely suspect.

Examples are, my VMAR Mustang, on which I have finished rebuilding the wing, had pins in the aileron's inner and outer hinge, none in the middle two, when I removed the aileron, the centre hinges were only sitting in place with no glue at all. The latest 3D, the Razzle, had pinned hinges, removed the pins and the hinge fell out.

Make it a habit to always glue & pin hinges on any aircraft you fly. Buy yourself some tooth-picks from "Woolies", I purchased two containers for, I think about \$1.00. (cont. Page 6.)

They are round, like miniature dowels. Drill a hole the same size through the aileron and hinge, put a drop of CA into it and push the tooth pick through. With a sharp knife, score the tooth picks each side and it will break off flush. **6.**

In my larger planes I use Dubro quarter scale hinges and remove the split pin replacing it with a continuous piano wire. The hinges are set in with epoxy and pinned; I bring the wire out past the end of the wing and shape it to lock into the end. If I need to remove an aileron, pull out the wire. This also makes covering a lot easier:

Recently, I was alerted to the presence of a flock of sheep in the paddock. On investigation, they do not belong to our neighbors as was thought. I have approached Clarence Council and they will be gone before the weekend. We are unaware how they were placed in the paddock, so if they belong to somebody you know, and they approach us, for a fee they may be returned to their owner. We could also have some lamb on BBQ days.

Happy Flying Ray McCarthy.

Garth's Specials.

VMAR T34 Mentor—assembled, ready to install motor and radio	\$200
VMAR PC9—Swiss colours, also assembled as above	\$200
VMAR Dornier—Assembled ready for final installation, with flaps	\$225
Seagull Giles G203—ready to go, bargain	\$175
Sportsman Aviation Corby Starlet - Beautiful scale model	\$295
Sportsman Aviation Corsair -The best seen to date, rotating retracts already fitted	\$325
Greenair Easyflyer—Great little 3 channel park flyer; with motor, gearbox and battery	\$100
Greenair Impulse—full house aerobatic park flyer with motor, gearbox and battery	\$120

Ready to go trainers usually available, with or without radio and engine.

Good used models also available. The Raven is for sale.

Garth Wilmot phone 62431790



Geoff Leverton's Bugly Ugger.



The Raven takes to the skies.

