Hobart Model Aero Club inc. PO Box 971 Rosny Park 7018

Torque Back.

November/December 2005

Volume7, Issue3.

Editor: Garth Wilmot, 133, Malunna Road Lindisfarne 7015
Phone: 62431790 email:gwil7686@bigpond.net.au

Inside this issue:

Christmas luncheon

The Christmas luncheon will be held at Kelly Field on Sunday 4th December. As was the case last year, the meal will be prepared by the ladies' committee and those who attended last year were generous in their praise of the fare provided. Bookings and pre-payment are essential and must be received by 27th November. The cost is $15 per head and payment may be made to Mary Patterson, Jan Wilmot or Colleen Tonks, or by cheque to the club postal address (PO Box 971, Rosny Park 7018).

Members of other clubs are most welcome to attend.

A substantial set of keys was lost at Kelly Field towards the end of July.

There were 30 or so keys including B.M.W., Ford, Post Office Box and vehicle locking controller.

Would anybody who may have found these keys contact the editor. I am sure the loser will be very grateful!

Safety (again)!

Unfortunately, it has become necessary to remind members that we have a transmitter pound in operation.

It is a requirement that all transmitters are kept in the pound when not in use, and frequency keys must be removed after each flight.

This applies to all members without exception!

Failure to release your frequency can cause frustration to other members waiting to fly. Similarly members who fiddle about while tying up the frequency for extended periods cause similar frustration.

Please show consideration to your fellow members by observing the rules and the principles of fair play.

We are on the net!

www.hobartmodelaeroclub.org

Around the hangar.

News for this column is very scarce due to some pretty average flying weather and your editor's absence interstate.

I hear that Peter Allen's ancient SIG Kougar has met it's ultimate fate apparently due to radio failure. Peter can hardly complain that he didn't get value for money as the model was well over 20 years old.

Bryce Atkinson seems to have his own design flying wing flying well after some rather hair raising earlier performances. It must be satisfying to design, build and fly an unorthodox design.

Jack Tonks has had his run of bad luck with three crashes in six weeks. Both of his PT19s have come to grief along with his Dickie Bird. Thankfully all of these models have been repaired with considerable assistance from Colleen.

I noticed Tony Bannister receiving some surreptitious tuition from Peter Ralph recently. Perhaps Tony will progress to flying rather than helping.

Also noticed was Ken Jones' handiwork in repairing the entrance gate post with a substantial stay concreted in to return the post to the vertical position. Ken is certainly a real asset to the club. Ken does a great job keeping the field in order, including the mowing and will not accept payment or reimbursement.

Tex Bryan seems to have recommenced regular flying after a bout of illness. Good to have you back Tex!

Peter Lambert has actually managed to build a model that wouldn't fly well. His electric Mosquito appeared to be a real dog and has been abandoned. Very unusual for Peter.

Mark Leverton continues to regularly make the trip down from the North West with a trailer load of models. The models just seem to keep coming out of that capacious trailer.

Michael Parkinson turned up with a very nice new Four Runner which performed in keeping with it's appearance. Unfortunately it lost half a tailplane with inevitable result. It looks as if his father Vic has a major repair job to undertake.

Vic has a new electric Hawker Fury and seems to be changing his mind in regard to this form of propulsion. He really likes the military bi-planes as evidenced by his Fairey Swordfish and SE5A.

Vic Parkinson's delightful electric powered Hawker Fury.

Officers Bearers 2005/2006.

President: Ray McCarthy.

Vice-president: Jan Wilmot.

Secretary: Michael Hawkins.

Treasurer: Mary Patterson.

Contest Director: Gerald Haley.

Public Relations: Nigel Dutton.

Newsletter Editor: Garth Wilmot.

Committee: Ken Jones.

Registrar: Garth Wilmot

Field Maintenance: Ken Jones & Bob McAllister

Patron: Doug Chipman.

We welcome two new members in Nils Powell (Country member) who travels up from Eaglehawk Neck and Stuart Smith (Associate Member) who is also a member of Southern Model sailplanes.

Welcome aboard!

Myles McGinniss with Piper Cub ready for take-off

Field maintenance.

At present, members are very well catered for, with the airstrip kept well mown, very nice clubhouse and facilities etc. Ken Jones looks after the strip and clubhouse surrounds, the ladies committee keep the clubhouse clean and tidy as well as preparing lunch on most days.

In view of this it would seem reasonable that neither Ken nor the ladies committee should be expected to also keep the toilets clean and tidy.

Similarly club committee members contribute enough time and effort without having to perform this task.

We do not want to have to draw up a roster to attend to this however, it would be reasonable for members with spare time to attend to this duty.

It just takes a few minutes and it could be considered a contribution to club welfare.

Subscription rates for 2005/2006.

Senior member—$190

Country member—$160 (residing more than 50 km from Kelly Field)

Pensioner member—$160 (holder of pension card)

Associate member—$80 (affiliated with another club)

Associate country or pensioner member—$50

Family—$145 (spouse of member)

Family—$95 (dependant child of member)

Junior—$105 (under 18yrs @ beginning of membership year)

Social member—$15

Life or honorary member $0

New members may be eligible to pay 50% of fees if joining after 1st January if they have not been a member in the preceding year.

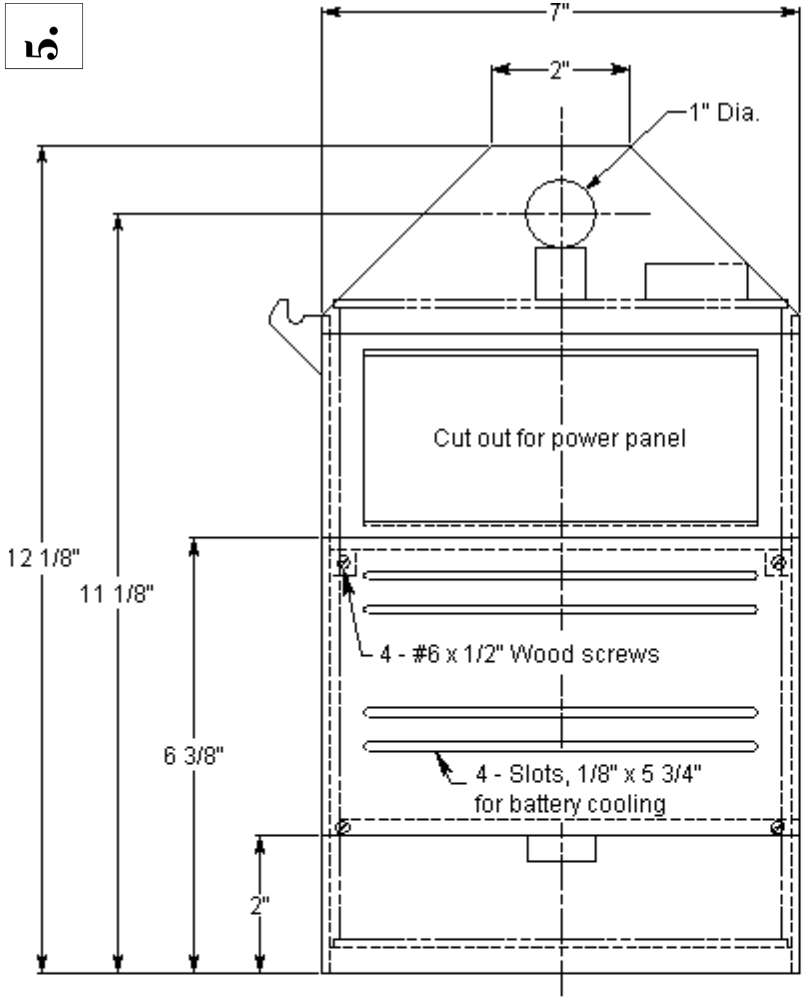
COMING EVENTS.

DATE	EVENT	CLUB	LOCATION	TIME
November 5	Open thermal glider	LMAC	Symmons Plains	9.30
November 5	Pattern	NWA	Highclere	9.30
November 12	State fly-in	NWA	Highclere	9.30
November 19	Pattern	LMAC	Symmons Plains	9.30
November 27	Scale fly-in	PFL	Panzhanger	
December 4th	Xmas luncheon	HMAC	Kelly Field	12.30
Dec ember 17	President's day & Xmas party	LMAC	Symmons Plains	9.30
January 21	Pattern	LMAC	Symmons Plains	9.30
Feb 18 & 19	State 7 cell glider championships	LMAC	Symmons Plains	9.00
Feb 25 & 26	State fly-in	HMAC	Kelly Field	10.00
March 18 & 19	State pattern championships	LMAC	Symmons Plains	9.00
April 15 & 16	State scale championships	LMAC	Symmons Plains	9.00
May 3 & 4	Scale fly-in	HMAC	Kelly Field	10.00
May 20th	7 cell electric	LMAC	Symmons Plains	9.30
June 17	All models day	LMAC	Symmons Plains	9.30

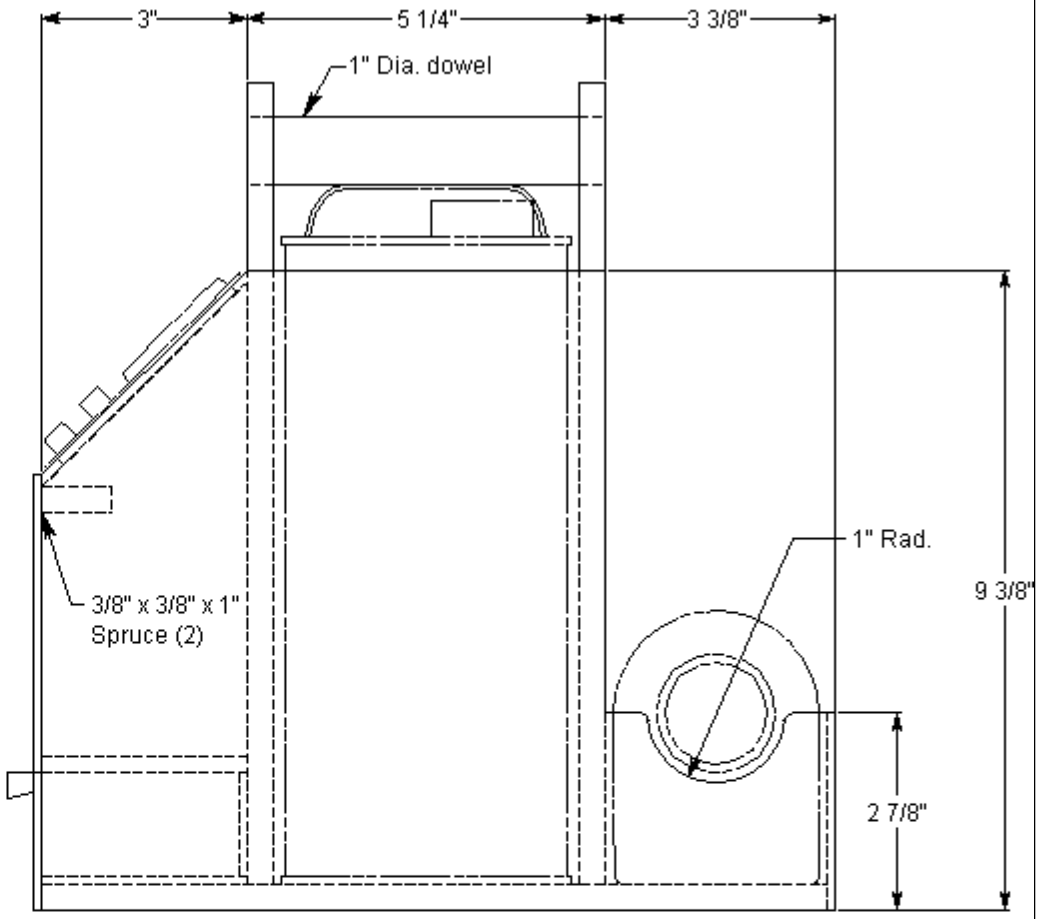
HMAC barbecue days first Sunday in each month. Further events will be listed as they come to hand.

The drawing on the adjoining page is for a simple do-it-yourself flight box.

5.



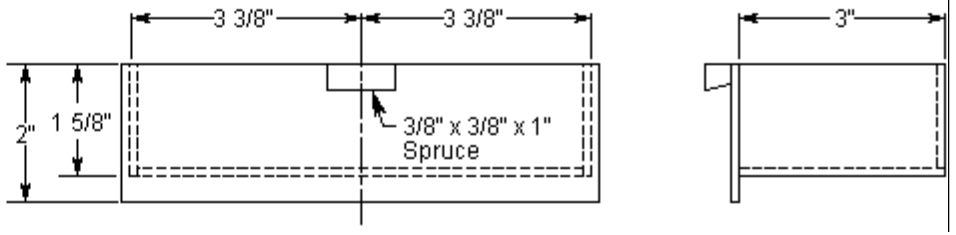
End View



Side View

Notes:

Base and main verticals are 3/8" plywood. Battery shelf is 1/4" plywood. All other components are 1/8" plywood or hardboard except as noted.
All pieces except battery compartment cover and drawer parts should be glued and nailed with 1" wire brads.
Box must be finished with a fuel proof paint.
Handle can be removed for removal of fuel can.



Drawer

For Sale

CMPro P26 Peashooter, complete with Saito 91,

JR servos, etc. Much scale detail. $600

Excell 7 Cell Glider(Greg Robertson).

2 wings. Complete less Rx $550

YS 61 with Pipe $200

Enya 180 2 stroke with Pitts muffler

Just run in $250

GMS 47 2 stroke $100, plus Pitts muffler $50

All engines in VG condition

Swallow Park Flyer $25

JR Standard, BB and Mini servos from $10

Open to offers Phone Pete Thompson 0364370832 0408140113

****

Kyosho EP Concept helicopter.

Has Jet Ranger body kit, 2x RC2400 10 cell packs, Hacker brushless motor, Kontronic 16 cell ESC. , JR servos, GWS gyro, 1100 Mah receiver pack,& JR 9 channel receiver. Model is trimmed and ready to fly with JR program sheet for 652 or 3810. Absolutely as new.

Cost over $1500 & sell for $750.

Greg England—Phone 0407311377 or 62679144

****

Telemaster 66 with OS 40 $150

Pilatus Porter 72 span, flaps OS 46 LA $300

Pilatus PC 9 Roulette MDS 40 just run in $450

Each model complete with Rx, batteries and servos

Cox .049 with silencer $45

Electric starter $30

Taipan diesel $20

Phone Bryan Richardson 6225 1455

Pole star for sale.

This plane is unique and comes complete with OS Max 60 ringed engine c/w all servos, tank, pushrods etc. Just fit your own receiver, switch and battery pack and go flying.

A bargain at $250.

Ray McCarthy phone 62602021

Water flying.

Several members have expressed interest in flying off water and a suitable site has been found reasonably close and convenient.

The site is about 2 km along the Lewisham road just past the Forcett Lakes Golf Club. The site is not open slather and permission must be sought from David Tinning at the Golf Club.

The first organised day will be on Saturday29th October if weather permits.

Who needs computer radio? By: Ian L Searle 7.

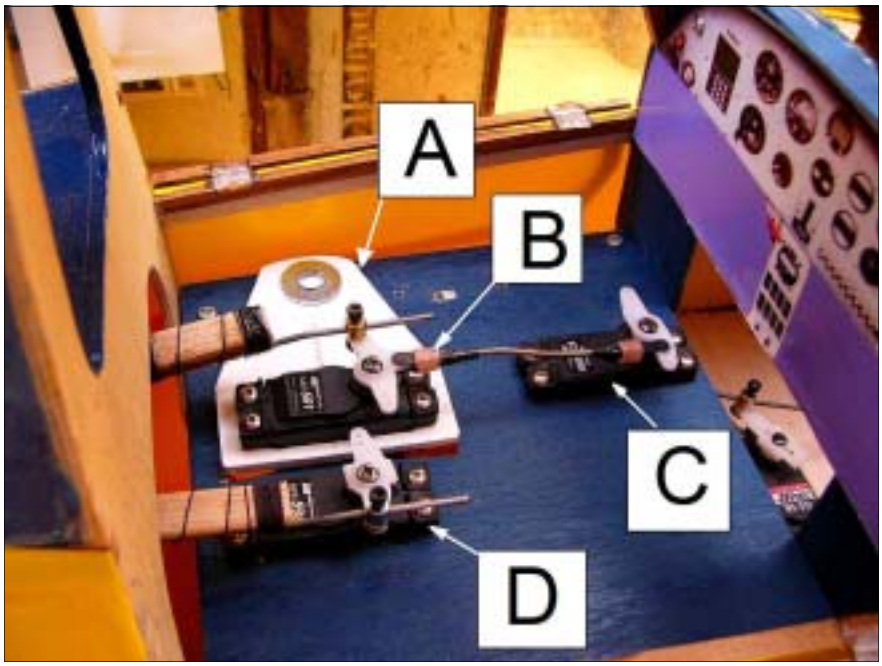
I have a Piper Pawnee built to an 'Airborne' plan which looks good but has been difficult to fly. It has a wingspan of 2.2 metres (7'4") and weighs 5.9kg (13 lb). The model seems to be heavy although built as per plan and has a wing loading of 33.9oz/sq.ft. The engine is a Magnum 120 four stroke swinging a 16x6 prop.

So what's wrong? It takes off quickly, flies at speed OK but is difficult to control on approach to landing. Early flights showed real difficulty rounding out before touchdown so that it would land heavily in a nose down attitude. The centre of gravity marked on the plan is clearly too far forward and weights under the tail have solved this problem somewhat although it still needs more up elevator deflection than any of the other models I have.

The worst problem however was a tendency to lose aileron control on final approach so that the model would wander off to the left or right and not respond to aileron inputs. In fact, full aileron deflection only makes the problem worse and the only way to save the situation was to open up the throttle and go around for another try. The plan called for differential aileron in the ratio of 2:1, that is, twice as much up aileron as down and this I did.

What to do? I could dispense with flaps and couple them with the ailerons to give full span ailerons, but this would not be true to type. I could buy a computer radio and mix in rudder with ailerons but funds are short at present. The only solutions left were to learn to use all the flight controls at the same time especially when landing, or to build a mechanical mixing setup. The last option seemed to be the simplest so that's what I did.

The trick was to mount the rudder servo in a movable mount connected to a third aileron servo. To operate three aileron servos requires two "Y" cables. The next photo shows how it was done.



The white plate labeled "A" is cut from a vinyl gutter joint and hinged at the sharp end. Rudder servo "B" is mounted on the moving plate which is in turn controlled by the third aileron servo "C". Note how aileron servo "C" connects to the servo arm on "B". Servo "D" is the elevator servo. When it was all connected up the rudder deflection with full left or right aileron amounted to about 7° or about half an inch either way.

So how does it fly? The first flight was much nearer normal than before although nerves got in the way a bit. A couple more showed much better control on approach and a much easier roundout. Because the model was fairly twitchy I tried reducing the aileron throw by one hole on the aileron horns but that made it even more twitchy. Therein lies a mystery, but it seems that the ratio of rudder to aileron movement is fairly critical. I put things back as they were and am content to leave it that way. At least I can fly it with reasonable confidence.

Why the problems? I flew full sized Piper Pawnees for years towing gliders and they were a delight to fly; an aircraft with no apparent vices. Perhaps the engine is too heavy for this model. If I built one again I would certainly build the fuselage forward of the cockpit much lighter. Thirteen pounds for a model of this size and wing area seems to be too heavy. The old adage heard around the hangars is still true; "Add more lightness".


Editor's Dragon Lady


Ray McCarthy's Katana