



TORQUE BACK

NOVEMBER/DECEMBER 2007

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CHRISTMAS LUNCHEON.

The Christmas luncheon will be held at the Kelly Field Clubhouse on Sunday 2nd December.

Lunch will be around 12.30 p.m. after the conclusion of the trade day and will be prepared by the Ladies' Committee to enable the cost to be kept to a very reasonable level.

Anybody wishing to assist could bring a salad.

The cost will be \$15 for adults and \$8 for children and, to assist with catering, bookings and prepayment are essential. Reservations together with the appropriate payment must be made with Jan Wilmot by 20th November.

This lunch will be held regardless of the weather!

Children at the field.

Members are respectfully reminded that they are responsible for the supervision of their children at the field.

Considerable time and effort was required to clean up our whiteboard after it had obviously been misused for the amusement of children.

It is our noticeboard for important news.

MEMBER'S TRADE DAY..

Don't forget the trade/swap/buy/sell day on Sunday 2nd December.

On the first Sunday in December, we invite all members who have models, engines, parts, kits, magazines etc. which they want to buy, sell, trade, swap, give away or just display, to come prepared with a trestle table, card table, car boot or whatever. In the event of inclement weather we may be able to find enough space in the equipment shed by moving the machinery outside.

Please phone Erwin on 0418 127514 for more details.

Shade area.

The shade area in the pits has been completed at a cost of less than the \$1500 originally allocated.

This is for the benefit of members and it is absolutely essential that the shade cloth is folded up on the completion of flying for the day.

A small step ladder is kept on the frequency pound trolley to enable those other than giants to secure the shade cloth.

A few members helped with the project, however Peter Hubbard and Peter Ederle did the bulk of the work and should receive special thanks.

Secretary wanted.

Following the resignation of Jamie Sheehan, the club desperately needs a new secretary. This is not really a very onerous job however the position needs to be filled.

It would be very much appreciated if someone would put their hand up and volunteer to fill the position.

Around the hangar.

Relatively new member Mark Slade really enjoys building his own models and his latest Midwest Starduster powered with a Saito 56 (pictured) shows his skills. I believe a Super Kaos 60 is his next project.

Peter Ralph has converted his Sea Monster to electric power and is more than happy with the result. Most flights to date have been made with the wheels attached however it works just as well as a flying boat.

Andrew Hutchinson is currently constructing a large scale Stearman Bi-plane from the Balsa USA kit. The machine is to be powered by a 3W 157 and fitted with canister mufflers which should certainly keep the noise down. Photos of the model are shown on the back page. I will bet it will be finished sooner than the one another member is building—that one has been on the building board for well over ten years. Get a move on Gerald! I'd like to see it before I die.

Who was the senior member who mistakenly topped up his fuel container with turpentine rather than the genuine article? Perhaps Mother Hubbard's cupboard was truly bare?

David Christian reminded me that the free flight model featured in the photo of Gerald Haley in the last issue started out to be an Ethereal Lady, however, Gerald made so many changes in the design (he hasn't changed all that much) that it was more popularly christened the Venereal Lady.

My Spektrum DX7 transmitter is now fitted with a Dualsky 2500 mAh 3S lipo, so there is no chance of running out of battery power. The battery has a built in balancer and can be charged without removal from the transmitter. This battery can also be fitted to JR transmitters as it is complete with JR type plug. Lipos are also available with Futaba plugs.



Unfortunately Trevor Spargo has advised that he is reluctantly having to give up the hobby. Trevor has battled determinedly on in spite of suffering from a debilitating illness and I am sure that all members will admire his courage in the face of adversity. We wish you well Trevor! Members can help by purchasing some of Trevor's now unwanted gear.

Chris Rowe is building a small Turbulent for a 15 size motor. He has displayed some ingenuity in construction and has sprung undercarriage and scale dummy exhaust. Let's hope it doesn't end up too heavy for the small power plant.

(continued page 5.)

For sale.

Midwest Sweet 'n' Low Stik kit (upside down Sweet Stik) - the last one in existence? \$90

JR Unlimited 8 transmitter and receiver 29 meg with snap roll & motor control buttons. This was the top radio a few years back and is still in very good condition. \$100

Unique large dihedral building board – build your wing in one piece – possibly the only one in the state. Constructed specially for me by the late David Reynolds. Make an offer.

Some used servos, receivers, and engines are still available.

Several bundles of old magazines, mainly complete years of RCM. All bundles contain at least 12 items—\$10 per bundle—first come, first served. Model Airplane News will be next!

Garth Wilmot phone 62431790

Spectrum DX7 Transmitter with charger. Two Spectrum AR6200 DSM2 Rx (6 channel) and one Spektrum SPM6100 RX. No servos. \$450

Stuart Smith phone 62477423

Frequency keys.

I have donated a further 25 frequency keys to the club to assist with fund raising.

Keys are \$3.00 each and there will be no borrowing if you leave your key at home. In this event you will have to buy a new one.

Members are reminded that they must have a separate key for each frequency that they wish to use!

FOR SALE

3.

Cessna Bird Dog with electric motor \$120

Easy Flier, park flyer with electric motor \$25

Hitec Laser4 transmitter \$125

E-flite-15 950kv 34Amp brushless motor \$50

Himax HC3516-1130 outrunner brushless motor \$40

Phoenix-45 brushless 45Amp speed controller \$80

Skyborne 35Amp 4 cell Li-po/NiMh speed controller \$20

Mega Power LiPo, NiMh, NiCd 5Amp 5 cell LiPo charger \$50

3 cell balancer \$20

Hitec Electron 5 dual conversion 6ch receiver with crystal \$40

Feigo 6ch single conversion receiver \$15

Magnetic Prop balancer \$25

Tanic LiPo 11.1v batteries:-

4440mah 12C \$50

2220mah 12C \$30

1180mah 20C \$20

780mah 20C \$15

1500mah 25C \$40

2480mah 25C \$60

NiCad 4.8v 600mah \$10

Sundry servos, 400 motors, servo adjuster, V-tail mixer, props and balsa.

Prices can be negotiated.

See Trevor Spargo, 62720159,
tspargo@clearmail.com.au



Myles McGinniss with what may have been the first radio control model in Tasmania and with Royce Wheeler and David Reynolds. (Both deceased) circa 1948/9

Around the hangar (cont. from page 2.)

Roy Baker's CMPRO spitfire has been test flown at last. Peter Ederle did the honours and reported that it was a very nice machine.

Bryce Atkinson recently re-appeared at the field after an absence for some months. His own design flying wing seemed to fly pretty well but he seemed to be plagued by engine problems.

Jim Dicker has been flying the Pilatus Porter built by the late Wally Guest. He seems very happy with the model which had been stored for some years.

Rumour has it that Lyell Glover has recently purchased a gas turbine model. Lyell is a top flier and should handle the new model without any difficulty. Will Figjam have to follow suit?

Mark Leverton seems to be regularly journeying down from Ulverstone with a trailer full of models. Mark's trailer set up is very well done and it is amazing how many models can be safely stored therein.

It seems that there is a real shortage of flying sites in the Northwest and Mark finds it more expedient to come South.

Steve Hedges is making good progress and should achieve gold wings very soon. Steve's young son Joe is also having a few flights under the guidance of Peter Ralph. Joe is really keen and will certainly become a good pilot as his confidence grows.

We are sorry to lose the services of former club secretary Jamie Sheehan who has transferred to

Launceston and hope that he will be able to visit

from time to time.

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Two new models from E-flite probably available in the first quarter of 2008. Piper Pawnee 15e and Texan AT-6 25e.



Andrew Hutchinson's 1/3rd scale Piper Cub.

New sletter

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e-mail: secretary@maaa.asn.au

Treasurer Gary Anderson, PO Box 471 Devonport TAS 7310

Competition Rules Secretary. Fred Adler, 18 Ivory St Noranda WA 6062 e-mail: maaatechsec@touch88.com.au

M.A.A.A. Internet: www.maaa.asn.au

MANUAL OF PROCEDURES

The Manual of Procedures is a "live" document and is continually being updated. Please check the M.A.A.A. web site from time to time to ensure that you are aware of the latest editions of the documents.

The M.A.A.A. has recently released the following documents in the Manual of Procedures:

MOP 024 Procedure: International Teams - Amended.

MOP 033 Procedure: Travelling With Models - New.

MOP 042 Policy: Visitor Insurance - Amended.

MOP 057 Policy: Insurance Conditions - Amended.

MOP 065 Policy: Unmanned Aerial Vehicles - New.

MOP 015 Procedure: Large Model Aircraft Inspection and Operation – Amended.

MOP 033 Form: Check List for Inspection of a Rotary Wing Model Aircraft - New.

MAAA Statement of Rules – Amended.

These documents are now on the M.A.A.A. web site in the Manual of Procedures section.

Club Committees are recommended to pay particular attention to previously released MOP022 and are encouraged to use the document to do a risk analysis of their operations.

The 61st Nationals

The 61st Nationals will be held in Perth over the period December 29 2007 to January 4 2008. Why not start making plans to attend? Details can be found on the MAAA web site or at www.aeromodellerswa.info/nationals/index.html

Team Trials

All M.A.A.A. affiliate members are eligible to represent Australia at World and Continental Championships. Team trials for places in the teams are organised by National Special Interest Groups (NSIGs) or M.A.A.A. Technical Subcommittees. If you are interested, you should make contact with the relevant NSIG or Subcommittee Chairman for information. Your State Association Secretary has contact details for NSIGs. The M.A.A.A. web site has links to NSIGs and also details of up-coming events and team trials, on the "Championships and Other Competitions" page.

2008 CL World Champ Team Trials

Due to the NSW State Champs being cancelled because of weather, they have been rescheduled for 26-27-28 January 2008, at Kelso Park, Milperra NSW. An F2C trial is scheduled for 17 November, at Whiteman Park, Perth, WA.

F1 Trans Tasman & Team Trials

Multi Team Trials for F1A, F1B & F1C will be held as part of the WA Nationals and at Easter 2008 in Narrandera NSW on 21 -24 March. The Southern Cross Cup F1A will be held on 25 March, F1B & C on 26 March. 27 March will be a reserve day.

F3C Asia Oceanic. Philippines/ Cebu 25-30 May 2008

Team Trials are set down for 17-18 November as part of the Victorian State Championships. For further details contact Mick

Warren: mick.warren@bigpond.com.au

Congratulations to the Australian World Championship Teams

F1A, B & C Team who, in July, competed in Odessa, Ukraine. Reports from the event indicate that it was held in trying weather conditions to say the least. The Australian Team placed 10th.

F3B Team competed in Emmen, Switzerland during July 2007. Overall team results placed the Australian team 7th.

F3C was held in Wloclawek, Poland from 25 July to 5 August 2007. The Australian team placed 15th overall.

F3D was flown in Muncie USA in June. Congratulations to the Australian team who placed 1st with outstanding individual performances from Ranjit Phelan 3rd, Chris Callow 4th, Barry Murphy 9th and Chris Graham 11th.

Special congratulations also goes to the many supporters and helpers of all the teams on a job well done.

M.A.A.A. Insurance

The M.A.A.A. Council in May 2007 decided to keep the insurance excess amount to be paid by the person or association on which the third party claim is made, to \$250. This was done even though the current policy has a \$5,000 excess for each claim.

This means that for each claim, the person or association has to pay the first \$250. The M.A.A.A. then pays the balance of \$4,750 on the excess and the insurance company covers the remainder of the claim. Naturally the M.A.A.A. does not wish to pay these large excesses out of its reserves. To make provision for these payments an additional \$1.60 per member is included in the fees. The amount collected is put into a fund to cover any excess payments.

On Personal Accident and Injury claims, there is a waiting period of 7 days for weekly income benefits and a \$50 excess applies to each injury claim. The insured person must be under 90 years of age.

As you can see, it is to everyone's benefit to work toward minimising insurance claims and hence the amount we have to pay out on excesses. The best method to reduce claims is for us all to fly and operate safely. Please take an active interest in safety and set a good example yourself. A good claims record is very important in obtaining suitable coverage each year.

Overseas Visitor Insurance

MOP 042 - Policy for Visitor Insurance at Flying Fields has recently been amended to assist and guide clubs who have overseas visitors wishing to fly from their facilities while holidaying in Australia. Such Visitors will hold MAAA Honorary Membership providing the requirements within MOP 042 are met. Clubs are reminded to make themselves familiar with these requirements and ensure the details are passed to the MAAA Secretary/ Registrar so the Honorary Membership Card can be issued.

Unmanned Aerial Vehicles

With the increasing numbers of UAVs starting to appear around the country, the question of these machines operating from registered MAAA flying fields, was raised at the last Council Conference. In a decision carried at this conference, Council decided to prohibit the operations of UAVs from or at recognised MAAA flying sites. MOP 065 - Policy on Unmanned Aerial Vehicles was recently released and distributed as a guide to clubs on UAVs and their operations. Definitions contained within the MOP on UAVs may be upgraded as more information is gathered regarding them and their operations.

Membership Cards. The 2007/2008 membership renewal period is well underway with approximately two thirds of our members renewing. All cards are printed according to the information supplied by the State Registrars. Should your card have incorrect details or you change your circumstances, such as your address, please follow the directions in the red banner over the top of your new card, and contact your State Secretary to have the alterations made. It is also vital that any changes to your situation are recorded by your Club Secretary/Registrar. By following this procedure, all changes will be recorded in the State Association's Database which is used to update the MAAA Database, ensuring a smooth renewal process each year.

M.A.A.A. Badges and Decals For Sale

The M.A.A.A. Secretary has a selection of badges and decals for sale. **M.A.A.A.:**

Metal Badge 25 X 25mm \$3-00 Cloth patch 70mm diameter 2-00

Decal Sheet 130 X 240mm (2 large & 2 small stickers) \$3-50 Replacement Gold Wings \$6-00 Cloth Gold Wings \$2-50

Replacement Bronze Wings \$6-00

To obtain any of the above, please send a cheque or Money Order for the total amount of your order plus \$1-00 for postage to the M.A.A.A. Secretary.

Early in October Peter Ederle and Peter Ralph tried their hand at getting a glider up to height with a tow plane. The glider is a scale model of a Grunau Baby, a German aircraft designed in 1931. Over 6,000 full size Grunaus were built. Wingspan of the model Grunau is 1.85 metres or 73 inches. No ailerons on the model, just rudder and elevator.

Tow plane is a Trainer .60 with a wing span of 1.9 metres or 75 inches. (Source was Garth W.). Recommended motor is a .60 two stroke but this one is powered by a Saito .65 four stroke running on no nitro fuel. It must have notched up many hundreds of reliable flights, in all weathers, over many years.

Quite a few propellers of various brands and sizes were tried, and a lot of hours were spent getting the plane motor combination to achieve optimum performance. Hint....a 12x6 APC prop is an ideal size for a Saito .65 in a slow flying model. The model has never been a ball of fire, (trainers are not meant to be), so there were some doubts re adequate engine power to fly the two models.

As usual, the weather for any sort of testing was not ideal. A fairly vigorous breeze from the west meant the cross strip had to be used. Once moving, the glider lifted off in about two metres and then the tug a couple of seconds later. Both models were very stable, the glider sitting nicely about three metres higher than the tow plane. A gentle turn to the right, and then the same to the left were tried. No serious problems. As the models were getting a bit far away the glider released. The tug then landed. (the free end of the towline flicking the top strand of the cross strip fence!!). The glider, having found a little bit of lift, returned a few minutes later. While towing, slight lack of precise lateral control on the tug was evident while turning, despite having heaps of differential. (See photo of servo arm setup). The consensus was that the problem should be solved by mixing rudder in with the ailerons. Stephen Hedges did this recently to cure a similar problem at low speed with his big trainer of the same size and layout. It worked beautifully.

The second flight was perfect. Both planes went up to the limit of sight, which was not all that high due to the weather changing from the patchy sun and wind for the first flight, to dull and cloudy, (but still windy), for the second flight.. No lift was found, and the glider was soon back.. The glider is going to be tried in the future, with the C of G moved slightly forward to improve the gliding performance.

This time the tug dropped the towline onto the strip before landing. Not much profit to be had in entertaining any watching by hooking one's towline on the fence while landing!!

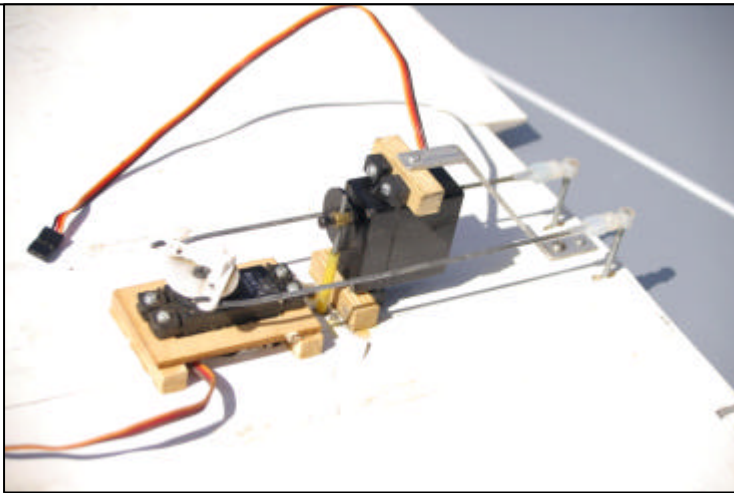
Details of the release mechanisms should be self explanatory from the photos. The glider mechanism is the same idea as the tow plane's except that it is operated by a mini servo, and the release mechanism is mounted horizontally in the nose instead of vertically in the wing. The tow planes release is fitted at 50% of the wing chord and in this position gave no problems. Tow line details: Thirty eight metres (125 feet) of 1.5mm synthetic builders line. A light fishing snap shackle aft of a shuttle cock is on the line at the glider end. Tow plane end has a 300mm loop of 3kg fishing line. The builders line was ideal. Nice and stretchy so no bungee cord needed in the line to absorb any sudden jerks.

Looks like aero towing is the easiest and most fun way to get a glider up. Winches, bungees, and even running with a glider on the end of a bit of string will get the model up but at the expense of a lot of time and effort.

For aero towing to be viable, team work, meaning good communication between the two pilots, as well as good piloting skills and sharp reflexes by both, are essential if damaging models is to be avoided.

Aero towing is a challenge but it is also great fun.

Lets give it a try. Peter Ralph.



The aircraft release system.



The Grunau coming in to land.



Ian Searle's alternative system.

Club fuel.

9.

Erwin wishes to remind members that fuel is always available from the equipment shed. There are 3 types available:

1. 0% nitro, 82% methanol & 18% oil—3 litres for \$20.
2. 5% nitro, 77% methanol & 18% oil—3 litres for \$27.
3. 10% nitro, 72% methanol & 18% oil—5 litres for \$50.

Contact Erwin (0418 127514), Ian Searle, Ken Jones or committee members for access to the cupboard.

Erwin also reported that the club has received a grant of \$200 from the Clarence Council to buy two trainer aircraft kits which we have to match on a \$-for-\$ basis. The grant is valid until 30th June 2008. During this period, the club committee will look at buying 2 suitable ARF trainer planes and fitting them with engines and some airborne radio gear.



Peter Ralph's E-flite Ultra Stick fitted with a G-mark 30 twin.

This was a successful conversion back from electric.

HOBART MODEL AERO CLUB INC.

P.O. BOX 1117

ROSNY PARK 7018.

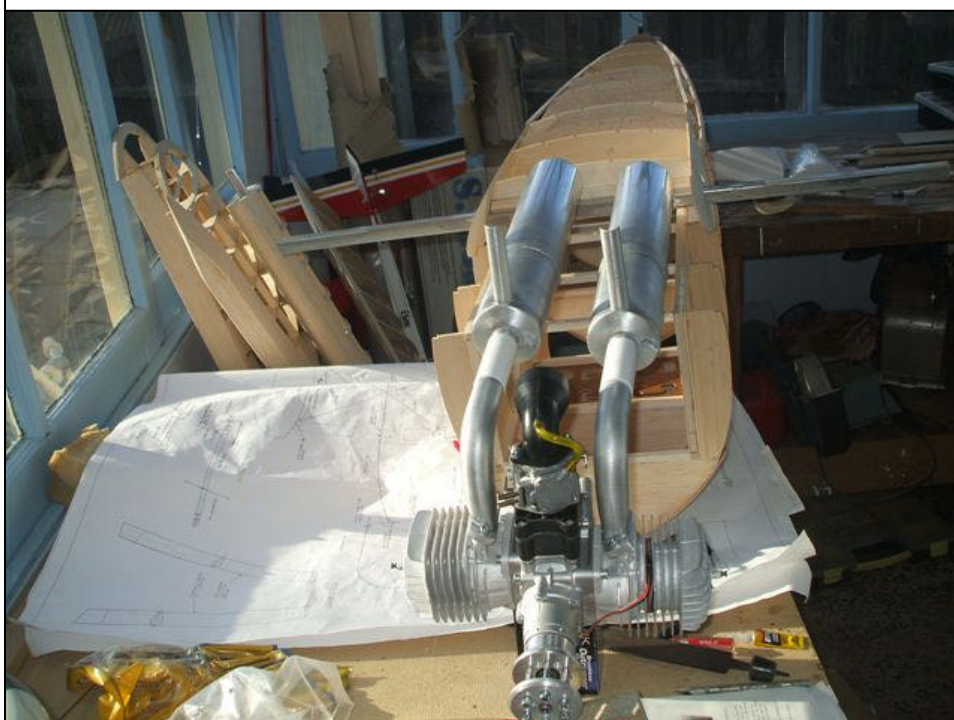
We are on the web!

www.hobartmodelaeroclub.org

Worth a look!

Reg Heath's in the U.K.: <http://www.modelflight.regheath.com>
Always interesting.

10.



Andrew Hutchinson's Stearman Bi-plane under construction. It is pleasing to see that some members are still actually building models.

Stop press.

Copies of the latest club safety rules are available for collection at the clubhouse.

This is essential reading for all members!