



Hobart Model Aero Club. Inc.

Torque Back

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Members are reminded that they need to remove their frequency key from the board immediately after each flight.

Hogging the frequency is very poor sportsmanship and could cause unnecessary heated disputes.

Transmitters should also be returned to the pound—of late there has been considerable slackness in this regard.

President's Report.

With such wonderful weather over the Easter break many members took advantage of this, as was clearly evident, and a good time was had by all. It is comforting to see other types of models being flown other than R/C models, a good turn-out of small free flight models is worth mentioning, and I certainly had fun with my .5cc diesel powered Veron Cardinal. Perhaps now the weather is a little more stable we shall see some more, and on the subject of weather, let's keep our fingers crossed for the electric weekend.

I must remind members to fly within the boundaries of the field and on no account whatsoever fly over our neighbours house or paddock at the northern end of the strip. I have had a complaint from them, apparently a fast and noisy delta shaped model flew low over their paddock and frightened a young pony, this was midweek about two weeks before Easter. As we have a very good relationship with this neighbour, the incident was reported to me, and has not been taken any further. Should complaints like this be made to Clarence City Council it could result in losing our field. I cannot express myself too strongly on this matter!

The possibility of radio interference has reared its ugly head again, nothing disastrous, just odd glitches and unexplained manoeuvres. A notebook was placed on the transmitter pound quite some time ago to be filled in by members experiencing these problems. Unfortunately there are no entries in it bar one from last year, and this one has been sorted out. Please make an entry in this book if you suspect an interference problem, as it will allow us to determine whether there is a problem on a specific frequency, part of the field, time of day etc. With this information at hand we may be able to locate the problem. This goes for all frequencies not just 36MHz, as the 2.4GHz band would not appear to be totally immune..

As you may be aware we are experiencing a few problems with the toilet block and associated septic tank. The ground would appear to be too hard for the system to soak away properly. We are currently addressing the problem and hopefully will have it fixed in the very near future. Also, as an ongoing improvement to the field, the tyres at the pilot's line are to be replaced with a small wooden fence/barrier, this is an improvement that has been requested by some members and was sanctioned at the last committee meeting. It has also been pointed out to me (I should have realised this) that the tyres contain a large quantity of steel wire bracing and it is possible that reflections from this wire could be causing glitches, so we may "kill two birds with one stone".

Regards to all, and let's go flying.

Mike Hawkins.

We are on the net. www.hobartmodelaeroclub.org

Around the hangar.

January must have been one of our hottest, but windiest months for some time and the winds continued into February. This is somewhat unusual and it appears that we just have to learn to fly in windy weather.

The weekend of 9th/10th February saw a couple of new models on the flight line.

Mark Slade's new Super Kaos was beautifully built and finished and flew in keeping with it's looks. An OS .61 FX provided the power and will certainly make this model perform when it is run in.

Ray Maunder had a new Seagull Sea Fury with a new Magnum 120 FS in the nose and Ray was more than happy with it's flying characteristics.

Vic Parkinson fronted with his new modified and improved Precedent Stampe finished to his usual high standard. With a moderate breeze blowing it took off in just a few feet and handled the conditions very well. A few minor problems came to light, including some rigging screws coming loose, and it would probably benefit by having rudder/aileron coupling.

Jack Tonks had the job of test flying all three models.

The weekend of 1st/2nd March provided good flying conditions and certainly a variation in attendance. On Saturday 1st I arrived at the field around 9.10 am and was very surprised to find that I was the first arrival. I began to wonder whether it was really Saturday.

I had a couple of flights with my trusty electric powered Ultra Stick 25 before Gavin Hallam was the next arrival. I would not have flown a power model on my own. Stuart Smith and Lyell Glover appeared next and this turned out to be the total attendance. Perhaps the scheduled afternoon Wild Wings event at Tony Gray's Mangalore property was the reason.

Lyell put in several flights with his gas turbine powered Kangaroo and the performance could only be described as awesome. Nevertheless I

won't be racing out to buy a gas turbine!

On Sunday 2nd we had our usual good attendance although a few tardy ones had obviously experienced a late night previously.

There were few incidents and no crashes on the day, but Ray Maunder nearly provided some excitement when he very nearly had his Sea Fury placed on the runway with the engine running and wheels retracted. Ooh!

On the following Sunday Doug Barton made the 1-1/2 hour journey from Geeveston to suss out the club and was suitably impressed as he joined on the day.

Barry Dillon was another newcomer who has recently joined the club and has passed the bronze wings test. Barry has several large models including a Cessna, Extra and Aeromaster & I am sure he is capable of passing the gold wings test. Welcome to the club Doug and Barry.

It seems that Nils Powell has an aversion to the tunes played by some speed controllers. I think you had better get used to it Nils as electric models are rapidly gaining in popularity.

The Easter weekend provided superb weather on both Saturday and Sunday and a good number of members took advantage of the same.

Andrew Hutchinson was running in the engine of his quarter scale Stearman constructed from the Balsa USA kit. This is some large model and we are all waiting expectantly for the first flight.

Barry Dillon was very unfortunate to badly damage his giant Extra which apparently suffered a tip stall on the landing approach. Let's hope that it is repairable!

After a couple of trips to hospital Geoff Leverton is at home and hopefully on the road to recovery. It is to be hoped that further tests preclude more surgery.

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA INC.

New sletter

N O . 0 2 / 2 0 0 8

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

The MAAA has recently released the following new or amended documents in the Manual of Procedures:

MOP001 Accident Reporting Procedure

MOP008 Close Fields Procedure

MOP019 Display Procedure

MOP027 Award of Wings and associated forms

MOP056 Safe Flying Code Policy

MOP059 Indoor Flying Policy

MOP056 Safe Flying Code has been amended to reflect the introduction of Giant Models (25kg-50kg). This Flying Code is also printed on the A4 section of the Membership Cards and the 50kg limit for Giant Models will be added once the current stock is depleted and new cards are reprinted. A note stating this is now being printed on each new membership card.

With the availability of a large range of ARF models, some of which can exceed 7kg, Members are reminded of the requirements of MAAA MOP015, Large Model Aircraft Inspection and Operation Procedure. All models weighing more than 7kg are required to be inspected by a Heavy Model Inspector and the owner/operator to hold a current 3 Year Permit to Fly. All Gas Turbine models require a Gas Turbine Permit to Fly. Please take time to read this procedure.

2.4GHz Equipment

The 2.4 GHz band is used throughout the world. However, the specifications for the equipment vary from country to country. Because of this, it is impossible to be certain just by looking at a product that it meets the Australian requirement, which in many cases is more stringent than that applying in other countries, including the USA. The MAAA requires that all equipment used under its procedures complies with Commonwealth legislation as administered by the Australian Communications and Media Authority (ACMA). The best way of assuring this, is that the equipment has a C Tick compliance mark applied by either the manufacturer or the importer, otherwise it is the user's liability.

Team Trials

All MAAA affiliate members are eligible to represent Australia at World, Continental and Trans Tasman Championships.

Trials for places in the teams are organised by MAAA Technical Subcommittees or National Special Interest Groups (NSIGs) which are required to publish details of team trial arrangements as widely as possible, well in advance of the trials, so that all interested members have the opportunity to take part. Your State Association Secretary has contact details for your Subcommittee representatives and NSIGs. The MAAA web site has links to NSIGs and also details of up-coming events and team trials, on the "Championships and Other Competitions" page.

Team Trial Notification

Organisers of Team Trials for World, CAOCC Championships and Trans Tasman events are reminded of their responsibility to advise the MAAA Secretary of the dates of intended team trials, a minimum of six months in advance. MOP024 clearly states the procedure. This is to give all members adequate notice. MAAA recently had to deal with a situation whereby this was not followed for various reasons, and the Executive had no option but to disallow the trial. It was only due to an appeal on the decision and a lengthy consideration that focused on those members who would have been out of pocket through no fault of their own, that the trials were conditionally allowed to go ahead as a very special exception.

F1 Trans Tasman & Team Trials

The VFFS State Champs & W/C Team Trials event is planned for 25, 26, 27 April 2008 at Mc Mahon's Field Springhurst Victoria.

F3A CAOCC 2008 Team Trials (Chinese Taipei 20 - 26 October)

Team Trials for the 2008 CAOCC event will be held as part of the Australian Masters (30th Anniversary) at Shepparton from 25 to 27 April 2008. Entry forms and further information is available from Henry Hutchinson 10 Lansell Av Safety Beach VIC 3936 Ph. (03) 5987 1811 or Fax (03) 5981 4220 Email hhutch@surf.net.au Entries for team trials close one (1) week prior to the event.

F3D Pylon Team Trials for the World Championships Germany 2009

Notification of team trials as follows:

?? 26/27 April 2008 at Cohuna Victoria

?? 7/8 June 2008 AMPRA Champs in Maryborough Qld

?? Aug/Sept 2008 - either Qld State Champs or Vic State Champs

FAI Sporting Licence Database

FAI have put in place a requirement for all FAI licence holders competing in FAI Class 1 or 2 events to be registered on a centralised database held by the FAI and distributed to the organisers of the various events. This data is to be supplied by all Sport Aviation groups through their country's NAC which, in Australia's case, is ASAC. If these details are not registered with FAI, then the entrant will be unable to compete.

Selected Team members will be sent a form, *FAI Data Base Information*, to be completed and returned to the MAAA Secretary's office. This form gives approval for the personal information provided by members on the form to be stored on the centralised data base and distributed to organisers of FAI World and CAOCC Championship events.

Members under the age of eighteen should have one of their parents sign the form on their behalf.

Incident and Investigation Forms

Both these forms need to be submitted as soon as possible following a significant incident even if it is considered that there may not be an Insurance Claim. If the incident is of a serious nature or third party property has been damaged, even before the reports are sent, please advise the MAAA Federal Secretary either by phone or email with the basic details. **Ensure that the two forms are completed** and forwarded to the MAAA Federal Secretary who will forward copies to your State Secretary. An Incident Investigation form containing details of the steps taken by the club to prevent further incidents of the same nature, not only allows the MAAA Executive to 'close out' the incident, but hopefully has the more general application of increased safety awareness at all levels.

CASA Part 101 and MAAA requirements

HEIGHT LIMITS CASA

Without an exemption:

Except in controlled airspace or within 3 nautical miles of an aerodrome the model has to be kept in sight at all times.

In controlled airspace and within 3 nautical miles of an aerodrome the model is limited to 400 feet in altitude.

In a populous area the model has to remain at a height less than the height from which, if any of its components fails, it would be able to clear the area.

MAAA

Because the MAAA considers that, without warning, a model aircraft can fail in a manner that would result in it descending vertically, pilots are to stay clear of populous areas at any height.

Where necessary, an observer shall be utilised to supervise flying to avoid having models fly in the proximity of full-scale aircraft.

WEIGHT LIMITS CASA

Model aircraft weigh up to 25kg. Giant model aircraft weight between 25 and 150kg.

MAAA

Aircraft that weigh more than 7kg require a Large Model Permit to fly. Those above 25kg require Giant Model Permits to fly and above 50kg should be referred to CASA for authorisation.

MAAA 2008 Federal Council Conference

The 2008 Council Conference is scheduled to be held over the weekend of 24-25 May 2008 at The Old Woolstore Apartment Hotel, Hobart.

World Championship and Trans Tasman Events Calendar (available from the editor if required).

State Electric fly-in.

This event will be held at Kelly Field on 5th & 6th April 2008.

This is a weekend of relaxed electric flying although there may be some competition for the popular combat wings.

There will be no entry fees and the canteen will be operating on both days.

There will be a limited^M number of prizes, but nothing hugely expensive.



This is meant to be a fun event open to all MAAA members!



Publicity for State Championships early 1950s. David Christian, David (Chookie) Reynolds & Geoff (Bones) Allison.

Electric Fly-in.

We will require a few volunteers to provide assistance over the electric fly-in weekend.

It will be up to the Wild Wings fliers to organise any events that they will require, in consultation with the director appointed each day.

A few other jobs will need a volunteer or two, therefore it would be appreciated if some of the members who do not fly electric could attend.

Hopefully there will be some very interesting models flown over the weekend.



Mike Hawkins' vintage radio Junior 60

See page 8.

Many of you will have seen a strange sight at Kelly Field recently. A 6 foot wingspan low-wing model powered by a GMS 47 engine flying off with a 5 foot wingspan glider mounted on top. At a great height the glider is released to thermal away for half an hour before landing.

The idea is quite an old one as readers of early model magazines will know, but the current flying combination is the idea of Peter Lambert who built the glider especially for this purpose. The glider is a simple two channel model with a polyhedral wing having an Eppler 205 section which makes for excellent soaring performance. The launching model belongs to Ian Searle and utilizes his first trainer wing (15% Clark Y section and modest dihedral) fitted to a simple box fuselage. The original tall fin and rudder were cut off and replaced with a much shorter round fin and two circular fins on the tailplane ends. A fifth channel controls the release mechanism under the glider mounting platform. The release mechanism itself is made from a nose-wheel mounting (two nylon blocks) and a piece of 3mm piano wire attached to a servo.

The combination works quite well and climb performance is surprisingly good, so good in fact that Peter is building a 6 foot wingspan scale model of a Waco Hadrian as his next air-launch project. The Waco Hadrian was a troop carrying glider used in WW2. Stay tuned for the next instalment.

Ian Searle.



Clockwise from top left — the president at play, Peter Lambert with the glider combo, Peter Ederle does a low pass for the camera, Andy Muirhead (the Collectors) tries the buddy box.

A Vintage Radio Control System.

8

Back in the 1950's I used to fly (and lose) free flight models on a vast area of common land just outside London in England. In those days most of us flew free flight or control line, as 'Radio Control' was something that you read about in the magazines but was totally unaffordable to us young aero modellers. One day I went flying only to find our usual site crowded with people looking at a very large aircraft, the owner of which was busily attending to starting the engine. At the side of him was a large 'black box' (literally) with a great big antenna sticking out of it. Eventually the engine was started and the model hand launched in the usual manner, however the model was stopped from flying away and returned to the area where it was launched all with the aid of the 'black box'! Someone in the crowd said it was 'Radio Control'; this was for me, no more models going out of sight. To cut a long story short the owner of the model was a Radio Amateur (ham) and had built all of this equipment himself at a quarter of the cost. I got to know him very well and learned a lot from him which put me on the road to building my own radio controlled aircraft and also studying radio and becoming a Radio Amateur myself.

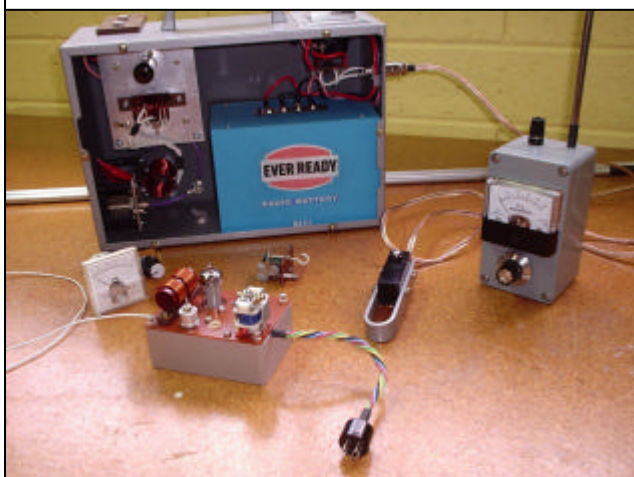
A while back I was asked by the Amateur Radio Society in Hobart to give an illustrated talk on the history of radio control for models, which I was very happy to do. To demonstrate a model and modern computerised systems was easy but a 1950's valve radio system was something else! It became quite evident that I was not going to get hold of any equipment (let alone working) for demonstration so the only thing to do was to build it. After all I did it when I was 14 years old so I should be able to do it now. Could I get hold of the valves? Without these the whole idea would be a waste of time, actually this turned out to be the easiest part of the project. The type of valve used for model RC was originally manufactured for the portable radios of the 1950's and literally tens of thousands were made only to be superseded by the introduction of the transistor. I obtained the valves from an internet site that specialises in the restoration of vintage radios, so having these meant the project was viable, and having had so much encouragement from other aero modeller/ham radio friends there was no turning back.

I emailed the editor of the magazine Radio Control Models & Electronics to see if they had any of the original circuit diagrams printed in that era, but they were unable to help. It did stir up a hornets' nest though as my request was printed in their reader's column, a reply the following issue from a British reader condemned me for being irresponsible and said that it could not be done because the components and batteries would not be available now. Red rag to a bull! This made me more determined! So where did I get the information and components I needed? Here in Tasmania, a lot of old publications are still kept by modellers in the state and the old style components were supplied by ham radio friends that don't throw anything away in case they come in handy! The batteries I made from modern cells wired in series and enclosed in a plywood box with a paper picture stuck on, this looking like the original 90 volt ones.

The system is now finished and fully functional and working better than I had expected, although I have to say I did have a few hiccups during construction, I blew one valve by inadvertently shorting it to the high voltage supply and some of the component values had to be changed in the receiver as it did not have enough range. It is a faithful replica of the time, complete with all the pitfalls of the original systems that modellers of my era grew up with and it has been an interesting project that has made me really appreciate our modern equipment. Should there be an interest I am willing to demonstrate the system (non flying) around the state so that the younger generation may get an understanding of the history and development of the 'Radio' side of radio control.

And the question that you are all asking, NO it hasn't flown yet! I am trying to work up the courage to do so.

I would like to thank the following for without their help in supplying documentation, donating some old RC components and giving me the encouragement this project would not have happened. Peter Lambert, HMAc. Milles McGuiness, HMAc. Gerry De Groot, LMAc. Mike Adams, Phoenix. Steve Ralph, NW Aeromodellers and all others that I have spoken to about the 'good old days'. Mike Hawkins.



The Collectors

On Monday 25th February the crew from the ABC Collectors arrived at Kelly Field to do the flying shots for the programme featuring the model aircraft collection of Peter Ederle.

About half a dozen members turned up to assist and several good flying sequences were recorded.

I understand that a further few hours were spent at Peter's workshop on the following morning.

The segment is scheduled to be shown sometime in May and should certainly give the club some favourable publicity.

It is surprising how much time is spent to produce a 3-1/2 to 4 minute viewing time.

The pictures show Peter with Andy Muirhead and some of the crew.



Lock up!

Members are reminded that the last person leaving must ensure that all equipment is put away and all buildings, including the toilet, are properly locked. Similarly the gas bottles in the kitchen and barbecue must be turned off. Recently the equipment shed was left unlocked and the windsock left out on the flight line. Needless to say the main gate must also be locked. We have worked hard to obtain our equipment and don't want anything stolen or vandalised.



I don't know how effective this is as nose weight, but certainly a novel way to spend a dollar.



Vic Parkinson's modified Precedent Stampe on approach.

A traffic warning.

On leaving the field recently, I motored slowly to the "T" intersection with the Richmond-Campania road and pulled to a stop. I looked left first and saw two cars coming towards me from Richmond. I then looked right and saw nothing coming from Campania. As I began to turn left towards Richmond, I looked left again and saw that the second car had pulled out to overtake the first. They passed at considerable speed right in front of me. Had I been in any hurry I might have pulled out into the path of the overtaking vehicle. The likely carnage that might have ensued doesn't bear thinking about. Ian Searle.

Lost , stolen or strayed.

- 1. The club buddy box cord appears to be missing from the cupboard. If this has been borrowed please return the same or advise of it's whereabouts.***
- 2. I loaned a sealing iron to someone, but can't remember who. It would be nice to have it returned sometime. (the editor)***


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