HOBART MODEL AERO CLUB INC.
PO Box 971
Rosny Park 7018

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TORQUE BACK

Editor: Garth Wilmot
PO Box 971
Rosny Park 7018
Email:
garthwilmot@internode.on.net

State Electric Fly-in 5th & 6th April .

The weather forecast was not brilliant for Saturday 5th, however a few brave souls ventured forth hoping that the relatively calm early morning conditions would continue. No such luck, the wind eventuated shortly after I arrived and showed no signs of abating. Nevertheless some of the hardy souls (fools) flew their Wild Wings regardless.
The remainder decided to go home and hope for better weather on the morrow.
On the following day the weather gods were very kind and we enjoyed ideal flying conditions.

There was a good attendance with several members of other clubs including Greg and Alice Robertson (LMAC), Steve Ralph (NWA), Fred Willis (LMAC Stuart and Mitch Ednie and Dean Williams (Hobart Phantom Fliers).
Dean had a huge collection of models and must have really stacked the car.
Greg probably had the most impressive models overall and his quarter scale Fournier with retractable mono wheel was a gem. He also gave very impressive 3D flights with his Sebart Katana.

Stuart Ednie also did some excellent 3D flying as did Danny Port.
The Wild Wings crew conducted a series of pylon races as well as a combat session. This is good pylon racing on the cheap!
The canteen and barbecue was run by Jan Wilmot with a few enthusiastic volunteers.
Sponsorship was provided by Tiger Elite Pty. Ltd. and Garth and Jan Wilmot.
Prizes were determined by lucky door type raffle tickets to ensure that everybody had a chance of winning something.

Inside this issue:

Members are reminded that neither tea nor coffee is free!

Many members are not coughing up the 50c charge!

Every cup sold helps with club funds as do the canteen proceeds.

Annual General Meeting.

We're on the web! Hobartmodelaeroclub.org

The annual general meeting & general meeting will be held at the Kelly Field clubhouse at 12.00 noon on Sunday 8th June, with a barbecue lunch to follow.

It will be necessary to elect a new executive and committee as follows:
President
Vice-president
Secretary
Treasurer

and three committee persons.
Nominations close on 29th May and nominations from the floor will only be accepted if insufficient nominations are received by the due date.

As we currently do not have a secretary, nomination forms should be forwarded to the president (Mike Hawkins). Nomination forms are printed elsewhere in this newsletter.

Around the Hangar.

It would appear that we have had a rash of members' forgetfulness of late. It is apparent that several senior members have left items at the field in recent times ranging from transmitters to batteries and chargers. Perhaps there is need for the Peter Hubbard type check list on several car doors.

Vic Parkinson is now a regular at midweek flying sessions now that he has retired. It must be a great life to pursue the hobby while wife Shirley earns a living.

Lyell Glover and Mike (Figjam) Ralph had a holiday at Phuket. A little bird told me that the said Figjam heavily overindulged and was a very sick little boy. Some people never learn.

Our regular groundsman, Ken Jones has been laid low by illness. As a result the field has missed out on his tender loving care and the strip is not as good as it could be. Get well soon Ken—we need you!

Geoff Leverton is another member who has suffered health problems of late, however he is on the mend and is flying regularly again.

Myles McGinniss hasn't been flying for some time and he has advised that he has rather nasty eye problems.

There is no truth in the rumour that the club president doesn't know what day it is, but we do have sound evidence that shows that he doesn't always know what month it is.

Kevin Jacobson, a fairly recent electric power convert, is to install electric gear in his Topflite Thunderbolt complete with engine sound system. And I thought one of the advantages of electric power was reduced noise.

Bernard McKay is another member about to have a go at electric flight after purchasing a Sebart Katana. He was most impressed with Greg Robertson's Katana at the recent electric fly-in.

Quarter and one third scale Piper Cubs of Peter Ederle and Andrew Hutchinson respectively made an impressive sight flying around together recently. We now only need Keith Drew's third scale version to join in the fun.

On Sunday 12th May we had two momentous events. Junior member Joe Hedges made his first successful landing and David Christian was observed having a go with the buddy box on the club trainer. David has mainly concentrated on free flight and control-line of late and it is to be hoped that he decides to use that radio control equipment that he has lying idle. Electric gliders should be right up your alley David!

We would like to welcome Stephen Wittison and Robert Gurney as new members. This year the club has reached a record of 77 members, which is very pleasing and an indication that we must be doing something right!

It seems that some new members are opting to go electric from the start. Stephen Wittison and potential new member Joseph Ortuso have purchased electric power for their first models. A sign of the times?

Congratulations to Ray Stidston on achieving bronze wings. What a pity he had to spoil it all by crashing his model a few days later.

Who was the joker who cast aspersions on Nils Powell's New Zealand connection by fitting a sheep into the front cockpit of Nils' Spacewalker? I thought that using a ram was a bit under the belt!

Jack and Colleen Tonks are doing grey nomad thing again in the near future. They will probably be away for several months and we will certainly miss Colleen in the canteen.

Bob McAllister is a quiet achiever. He usually has the wood heater alight very promptly on the cold mornings ensuring that the clubrooms are nice and warm.

Electric powered Hangar9 Tango climbs out.

Glider conversion — Ian L Searle

Some years ago my children gave me a glider kit for Christmas. The glider was a Stepp3 sailplane of 3 metre wingspan. This sailplane is a floater meant for bungee or winch launching and gentle thermal flying. It has a fairly narrow useful speed range and is not meant to fly fast as some of the modern competition types are. It has no ailerons, an all-flying tail, a good sized rudder and I built into the wing some effective spoilers of my own design. The glider was a good flier and fun to fly, particularly when a thermal was found to extend flights out to 15 or 20 minutes.

The problem was that bungee or winch launching is fairly energy intensive, requiring others to help set up and launch the glider and lots of walking to retrieve the line after every launch. In addition, bungee launches are barely high enough to allow the glider to search a large enough area to find a thermal before being committed to the circuit and landing.

I happened one day to visit Cornelian Bay with my year old granddaughter and was intrigued to find somebody there flying a Spirit 2 metre sailplane to which he had attached an electric motor. There was no lift there but he repeatedly engaged the motor to regain height. After some time he brought the glider in to land on the grassy flat just above the beach.

I strolled over to introduce myself, and lo and behold, who should I find but club member Andrew Hutchinson. He showed me what he had done with the Spirit 2 and quite inspired me with his ingenuity. I thought to myself, if he can so successfully modify a two metre glider, why can't I do it with a three metre glider? Then I can manage to fly it as a one man operation.

I set to work to search out the right gear (knowing absolutely nothing about brushless motors, speed controllers and Lithium Polymer batteries). I badgered all and sundry for information, especially Stuart Smith who patiently explained many things and gave me much of his time. I settled on a TowerPro 2915-5 brushless outrunner, a 40 amp speed controller and a 2250 mha 3 cell LiPo battery all of which cost me less than a .46 sized two-stroke engine.

The next problem was to reconfigure the glider to accommodate these components as there was not much spare room in the glider fuselage. Clearly, the motor had to attach to the nose and the battery had to be as far forward as possible. It took me quite a while to pluck up the courage to take my tenon saw in hand and cut of the nicely shaped pinewood nose-block on the glider. I then made up a motor mount out of 2mm sheet aluminium that screwed on over the nose. I put a plywood deck over the servos and raised the top hatch by about 5mm so that the speed controller with its wires and plugs would fit on top. Finally, the radio was moved back to the last available space just forward of the wing joiner. The next thing was to determine what sized propeller I should use. After several bench tests I decided on a pair of 12 x 6.5inch blades on a folding spinner. The last item was a wheel of 1.5 inches diameter situated forward of the centre of gravity to keep the motor off the ground on landing.

Flight tests were interesting to say the least. Initially I had no down thrust on the motor and this made the glider difficult to control under full power (typical of a Clark Y wing section). It wanted to climb vertically but didn't have enough power to do so. I was swooping all over the place trying to keep the glider under control. Adjusting the motor with 5 degrees of down thrust made a big difference, but it still needs a good measure of down elevator under full power to prevent a steep climb and stall.

It is quite amazing how an extra hundred feet above bungee launch height improves soaring performance. At that height, thermals are better organized and circling to climb is easy, as there is no immediate need to consider joining the circuit for a landing. The motor, folding propeller and wheel make no discernible difference to gliding performance. Landing on a wheel like the real gliders do, is somehow nicer than skidding to a halt in a cloud of dust.

The best part of all is being able to manage the launching single-handed. Apply half power, and hand launch into the breeze. Then carefully build up speed by increasing power before raising the nose into a modest climb. The 165g battery is good for about 5 full height climbs. Modern electric brushless motor and battery technology is truly amazing.

(see page 4. for photos).

4.

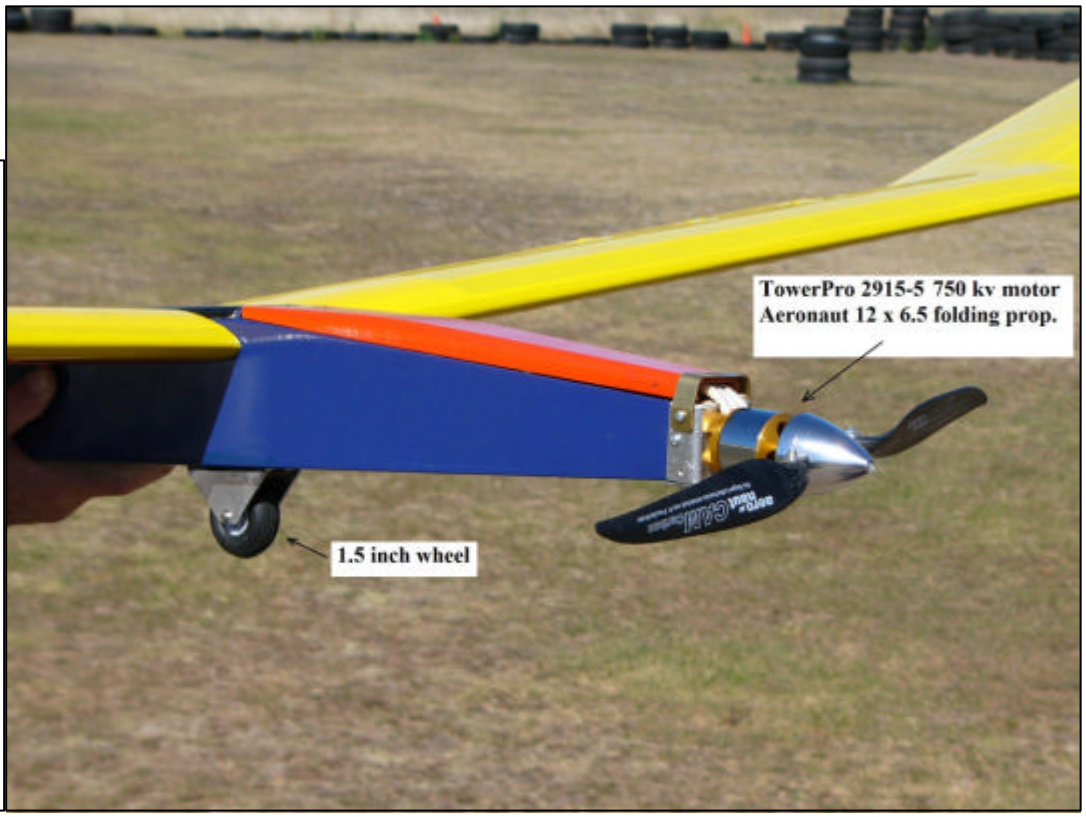
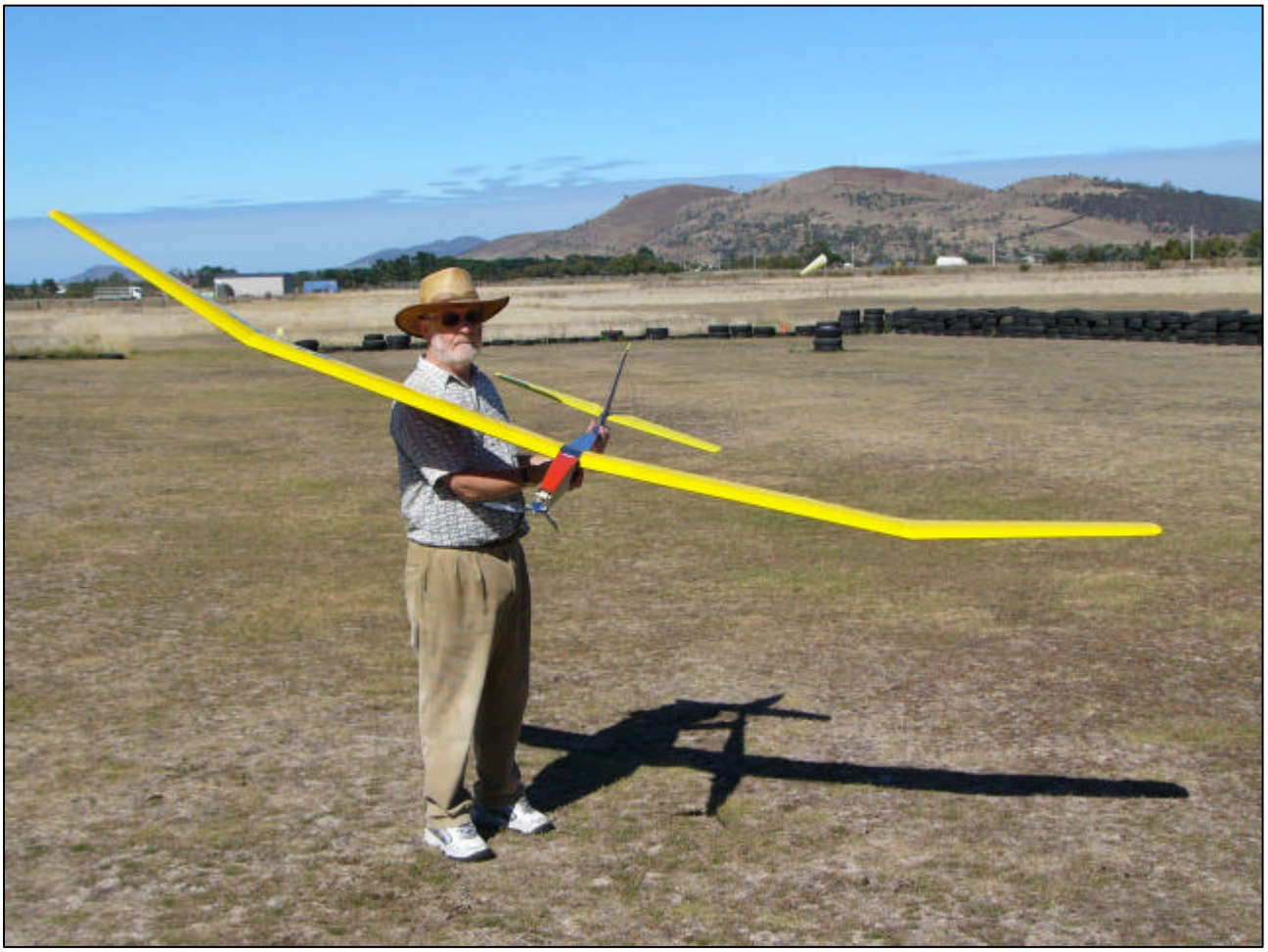


Figure 1. External modifications – Motor with mount, folding prop, raised hatch and wheel

Figure 2. David Christian holds the Stepp3 ready to fly.



Could the pilot in Nils Powell's Spacewalker be taking his partner for a joyride?

MAAA Annual Conference.

The MAAA Annual Council Conference will be held at The Old Woolstore Hotel on 24th and 25th May.

This is the first time that the conference has been held in Tasmania since the 1958 Nationals at Campbelltown. I was actually TMAA treasurer at that time.

Observers are welcome to attend although I have doubts that the average modeller would find the meeting particularly interesting.

Nevertheless it is a great opportunity to observe the workings of the MAAA. If one is so inclined.

TMAA AGM.

The TMAA AGM and General Meeting will be held at Campbell Town on the following Sunday 1st June.

Club trainers.

Earlier this year an application was lodged with the Clarence Council for a grant towards the purchase of new club trainers.

Our application was successful and a grant of $200 was approved provided the purchase was $ for $.

It was expected that I would purchase the same at wholesale rates and I expected to obtain two trainers complete with engines for around $400.

Email s to Mike Farnan at Model Engines resulted in the providing of two Boomerang Trainers, two OS 46la engines and two Hitec Laser 4 radios for less than $450 including freight.

This was a most generous offer and, although we have already thanked Mike in writing, I would expect that our members appreciate the assistance given.

There was no obligation on the part of Model Engines to provide any assistance and the offer was made in a spontaneous manner.

Thank you again Mike Farnan and Model Engines.

6. *Genuine Clearance Sale!*

CAP 232 EP a gift @ $50
Zagi c/w speed 400 motor $50
Probuilt Extra for 61–91 only $200
Phoenix Pilatus Porter EP– $75
Phoenix Yak EP– $85
Sportsman Aviation Paramount 46–$150
JP Panic Bi-plane–terrific fun fly $165
Magnum 52 FS - a great buy @ $180
Magnum 61 - only $160
Magnum 91 FS–reduced to only $250
Evolution 61. quality engine $180
Force 46 one only $125
Multiplex 27 amp brushless ESC non lipo $25
Multiplex 37 amp brushless ESC non lipo $27
Assembled flight boxes $48
JR NES-577 servos $20
JP & misc 9 gram servos $10
NiCad packs for electric starters $10
Hitec HFS-05MS miniature receivers $30
Lipoly battery monitors $4
Perry– Varsane oscillating pump $30
Ultra Paint spray cans $5
Prolux peak field charger $75

Garth Wilmot phone 62431790

A useful hint for electric fliers.

How do you know when you arrive at the flying field that the battery you pulled out of the toolbox is fully charged? Unless you charge them on site (as some do, though it is time consuming) you might consider the following.
When the wife is not looking, purloin several red and green clothes pegs from clothes line and attach a red one to the wires of every battery you own. When each battery is fully charged, remove the red peg and attach a green one. As you install the battery to fly remove the peg.
When you return home you will know;
?? ***Every battery with a green peg attached is fully charged.***
?? ***Every battery with a red peg attached is discharged.***
Any battery with no peg attached has been used and must be charged before further use.
For me, it works perfectly (so far!).

Ian Searle

Hobart Model Aero Club Inc.

I hereby nominate.....for the position of.....for 2008/2009

Signed.....Seconded by.....

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

I agree to accept nomination for the abovementioned position.....Date.....
To be returned to the President by 29th May 2008.

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<u>Top</u> . Greg Robertson's magnificent Fournier. <u>Middle</u> . Along the flightline. <u>Bottom.</u> Dean Williams' Ultimate Biplane.