

Torque Back.

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Buy and sell!

Prior to the Xmas luncheon, modelers are invited to display surplus goods for sale in the machinery shed from 9.00 a.m. to 12.00 noon on 7th December.

It will be necessary to supply your own table or stand for display purposes. Here is a chance to dispose of models or gear surplus to requirements.

Members of other clubs are welcome to take part.

Inside this issue:

Around the hangar	2
From the C.F.I.	3
Nostalgia	4
Christmas luncheon	5
Airborne in New Zealand	6
From the Federal Secretary	7

President's Report.

As all older members are aware and for the benefit of the newer members, Kelly Field has had, for many years, a shared lease with the M.G. Car Club of Tasmania. This requirement set up by the original land owner continues within the Terms of our Lease with Clarence Council. In recent years the activities of the M.G. Car Club have changed from leisurely outings of M.G. cars to what is termed a 'Motokhana' event, basically time trials around a predetermined course using anything but M.G. cars. This activity has caused considerable annoyance to us and our neighbours, by virtue of the dust generated. I and other committee members have spoken to representatives of the M.G. Car Club regarding this and other activities of concern, on quite a few occasions which has resulted in some strong correspondence between the two clubs. Whilst it is not for this newsletter to go into the finer points, I wish to advise all members that the M.G. Car Club have indicated their intention to terminate their lease as of the end of November. They will be holding one more 'Motokhana' event on the 2nd November and then will remove their shed and fixtures

and vacate the property. I would ask that all members be courteous and assist them as required during this period.

As the M.G. Car Club has been paying approx. \$600 per year to HMAC in accordance with their lease, it now means that HMAC will have to find this extra amount to cover our own lease requirements with Clarence Council. The options are, (1) we increase the club fees by \$10 per member, or (2) we seek another sporting body to take up a sub-lease with us.

I personally consider option (1) a small price to pay, whereas option (2) could be another unknown quantity. I am in favour of the former and would like to put it to the members for comments.

The solar powered battery system is now up and running in the mower shed, so there is no need for members to lug heavy batteries to the field for charging electric flight models. I wish to thank all concerned and especially Steve Hedges our resident 'sparky' for getting it all going. (continued page 3.)

Around the hangar.

On Wednesday 10th September, after spending a week in Cairns and suffering withdrawal symptoms I ventured down to the field.

On arrival I was accosted by one of our instructors and asked if I would assemble the last of our club trainers. On asking what happened to the other one I received much hesitation and some rather sheepish expressions. When the truth came out, it appeared that no learner was involved, but two instructors were the culprits. Apparently, in effecting a transmitter handover they managed to snag a stick with drastic results.

One would surely expect that such experienced fliers would know better than to play "pass the parcel" and it is to be hoped that a valuable lesson has been learned—one instructor and pupil per flight! It will be some time before the culprits are allowed to live it down.

Fortunately Stuart Smith and Peter Hubbard volunteered to put the remaining Boomerang together. Stuart is also building up a further trainer from a kit donated by yours truly. Yes—an old fashioned kit!

This model has since been completed and test flown after a great building job by Stuart.

The old ESM trainer still survives despite the many hours of use. It has already worn out one engine and, hopefully, may wear out another.

I heard that Ray Maunder has demolished his 120 FS powered Yak after only a handful of flights. Apparently the Magnum 120 was also damaged and will require some surgery.

We have two new members in Robbie Drew (junior) and his father Peter Drew as a social member. Welcome aboard Robbie and Peter.



From the Chief Flying Instructor

Robbie Drew has been making great progress and is capable of handling the older club trainer in all sorts of extreme conditions. Take offs are textbook perfect. His landings are safe but not always down the middle of the strip.

A little more practice and some good weather, will certainly see him reach Bronze Wings standard very soon.

Terry Shearing and An-

drew Maclean are making good progress, mostly on the old club trainer, but now and then using the club Boomerang .40 when Nils Powell is available to help. Both students are also coping well with the windy conditions that unfortunately are normal for this time of the year. Terry has just about finished a Boomerang .60 trainer which he has set up with a Buddy Box system. It will be interesting to hear his opinion re

Boomerang .60 versus the club trainer.

Nils Powell qualified for instructors rating. His badge and paper work were posted from Devonport early in August. They have disappeared, hence the delay in announcing his achievement.

There is now probably a possum getting around Eaglehawk Neck with a pair of instructor's wings. A replacement has been arranged.

Editorial.

For many years the editor has written and edited the newsletter without a great deal of input from the committee or other members. There have been articles submitted from time to time and these generally have been very welcome.

Ian Searle has sometimes provided some very interesting material for which I thank him.

The previous arrangement was largely possible and practical because the editor usually held a position on the committee and was au fait with decisions and actions taken by the committee.

As part of a revised format, space will be available for the president, secretary, treasurer/ registrar and chief flying instructor to advise members of matters within their portfolios.

As an example the treasurer/registrar should advise of new members and any significant items of expenditure and the chief flying instructor should advise on training progress and members obtaining wings etc.

It is to be hoped that this new format will ensure that members are kept well informed.

Time will tell!

President's Report.

(continued from page 1.)

There has been considerable interest of late in flying small diesel powered free flight and radio assisted vintage models, and as you are all aware, these models don't mix very well with a sky full of R.C. models doing circuits. I am proposing that when the weather settles down we organise an evening event/bbq specifically for these vintage models which I think would be most enjoyable. Again I welcome your thoughts on this.

Committee will now concentrate on the upgrade of the watering system which is long overdue.

Happy Landings, Mike



If ever that misnomer "Still air" could be used to describe contest conditions, the 1951 Jetex event for the I.C.I. Challenge Trophy would be the right occasion. For in the faint sunshine and truly autumnal weather, only one flight in sixty managed to catch a thermal, and even then it took three pellets in a 350 unit to find the elusive lift.

Each of the thirty finalists, who had qualified through the eliminating period, travelled to London's Fairlop at the expense of the sponsors (from parts as far as North Wales and Eastern Essex). An international atmosphere was provided by the two Belgian entries from the Tournal Aviatique Club, flown by René Tournois.

Directed by the staff of Messrs. Wilmot Mansour, who eliminated all chance of a last minute cry for timekeepers by nearly outnumbering competitors with administrators, the finals were very well run and terminated in a result that was satisfactory to all.

For there was no question that W. Houghton, the farthest travelled of the British competitors, was the justifiable winner. His first flight of 3 min. 4 secs., using a single pellet in his "100" unit, gave him the highest ratio of the day. And just to prove that this was no exceptional flight, he almost repeated the duration on a second try. Not that this was the longest flight of the day, in fact it happened to be the sixth longest: but this was a ratio contest, with strict set allowances for the power half of the ratio, according to unit used.



Heading photo shows young P. Lambert of English Town, who was best performer with a Jetex 50 unit. Next, René Tournois from Belgium, makes his turn to fly. Mr. Butler, at left, acted as interpreter.

Largest entry looked like a converted low C.L.I. contest power model, using a high mounted Jetex 250. Flown by P. Smedin of Northampton, it failed to climb higher than 50 feet.

Mrs. Butler presents the magnificent I.C.I. Challenge Trophy to W. Houghton, for his well-deserved win. He also collected a cheque for £20.

I apologise for the quality of this reprint but you can see that our own Peter Lambert has been in the game for a long time.



The cartoon is included especially for Nils Powell.



CHRISTMAS LUNCH.

The annual Christmas Luncheon will be held At 1.00 p.m. on Sunday 7th December at the Kelly Field clubhouse.

Due to increased costs the charge will be \$20 per head and children \$10.

To provide assistance in catering, bookings must be made and paid for with Jan Wilmot no later than 30th November. Members of other clubs are welcome to attend. B.Y.O.G.


 Contact Jan Wilmot phone
 62431790 mobile 0418339953



6. Some people are really keen!



Doug Keating took his Typhoon on holiday to New Zealand.



The top photo is on Coronet Peak and the lower one is at Milford Sound.

Wanted to buy.

Mills .75 diesel motor and/or .5 cc diesel in good condition.

Fred Willis Phone 62578258

(Last minute specials.

Hitec HS-311 servos \$15

Multiplex Nano S servos \$15

JP S 7.5 servos \$10

Hitec HS-81 servos \$20

Garth Wilmot Phone 62431790

State Association Secretaries

Dear Secretary

The MAAA occasionally hears second hand reports of displays being held by people who are Affiliated Members of the MAAA but without State Association approval. It would be appreciated if you could make sure that your clubs are aware that all displays carried out under the banner of the MAAA need to conform to the requirements of MOP 019. This not only covers public displays but also those that are carried out at private events, where the organisers allow people who are not MAAA members to attend. Obviously individuals are free to take part in any event but unless conducted within the definitions and requirements of MOP 019, then the flying at displays, public or private, will not be covered by the MAAA Insurance Policy. The MAAA would advise anyone taking part in events outside the MOP, to satisfy themselves that the organiser has arranged adequate independent insurance cover.

This procedure is to ensure that the general MAAA membership does not have the risk of their insurance cover, and the costs of it, prejudiced by displays whose flying conditions have not been independently assessed by the relevant State Association as meeting the required safety standards.

Yours sincerely

Model Aeronautical Association of Australia Inc

Kevin Dodd Federal Secretary

Vice-president's Report.

The prospect of irrigating the runway at Kelly Field was discussed at the last committee meeting with a decision being made to call a tender to have a contractor install a state of the art watering system, the idea being to approach the state Govt. for a grant of 50% of the cost. Unfortunately the price came in at \$13,596 inc GST, which exceeded the clubs financial capabilities. As with all things that get put into the too hard basket, time is now of the essence and in the interim we are investigating the possibility of running a larger pipe from the council water meter at the far S/West corner of the field. This should give us a far greater volume of water to activate the existing sprinkler system in a more efficient manner. Also we could add more automatic sprinklers to the system, with only the main strip being irrigated, it should serve our purpose. We did approach Houston's Farms with the idea of tapping into their 4" main that runs across our southern boundary but discovered it is only an off peak supply and is turned off in summer peak periods. Also in the next 2/3 weeks we are organising to have the strip and surrounding pit areas sprayed for corbie grubs. We have been unable to pin the contractor down to an exact date or time, so if you turn up to fly, keep clear of the spray as it can be toxic if inhaled and the job should not take more than a couple of hours

The club now has another new training aircraft thanks to the generosity of Garth Wilmot who donated the kit plus two rolls of bright orange covering and the efforts of Stuart Smith who has made an excellent job of building the plane. It is good to see, in these days of ARFs that the skills are still around to build from a (cont. on page 8.)

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(cont. from page 7)

kit, already christened "THE ORANGE RUFFY", and not forgetting Gerry Haley who donated the motor. It has been test flown by Peter Ralph who advises that it's a good flier. It is pleasing to see a great team effort on this one, and if any member has an old transmitter (with a buddy box connection) they wish to donate this would complete the package.

Peter Hubbard.

Tougher times ahead.

8.

The plunging value of the Australian dollar will certainly affect the prices of our modelling goods.

Even before the present financial crisis, advice was received that the price of glow plugs was to increase dramatically.

Most imported goods are subject to pricing in U.S. dollars and it is reasonable to assume that goods not already in wholesalers' warehouses will be subject to increases of 20% or more.

In recent times the cost of participating in our hobby has been at an all-time low, but, of course, it will still be affordable in real terms when compared with the early days of radio control.

I can recall getting a loan to purchase a second hand basic 4 channel Kraft radio for 340 pounds (\$680) during the middle 60s. That was real money then!

New sets were costing up to \$1100 at the time.

