



Torque Back.

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**Members are re-
minded that the
chairs from the club-
room are not to be
left outside.**

**A chair was left out-
side recently when
the clubroom was
locked up.**

**If you take a chair
outside to sit under
the veranda you are
responsible to return
it when you have fin-
ished with it.**

Laziness is catching.

Presidents Report.

New Years greetings to all.

Weatherwise so far, 2009 has not been kind to us with winds that would be more suitable to a kite club rather than model aircraft, although some members have been brave enough to fly in high winds, and to my knowledge without disastrous consequences, so let's keep our fingers crossed that things will improve soon.

The only models that seem to be totally unaffected by the wind are the electric wings, which were flown at an afternoon BBQ meeting shortly after Xmas in absolutely dreadful conditions. Unfortunately I was unable to attend this meeting but I understand that everyone had a good time and the event was a great success. When the wind settles we will organise a BBQ/free flight evening (or should that read 'if').

Which brings me to the first 'beef' of the year; I was informed that, at the wings afternoon, one former member was flying while unfinancial and therefore not insured. Should an incident have occurred the future of the club could have been seriously compromised, and apart from the legal ramifications and a total disregard of club rules, personally I find this a selfish act and unfair to fellow members who are fully paid up. Let me remind everyone in no uncertain terms, if you are not a financial member of HMAAC or a MAAA-affiliated club you do not have insurance and cannot fly at Kelly Field.

On Wednesday the 4th Feb Tracy Sparks, Clarence City Council's property officer, and responsible for our lease, visited Kelly Field for an insight as to how the land was being used. I had the pleasure of showing her our facilities and explaining the workings of the club etc. Luckily the day was perfect and the 'Wednesday' group were enjoying themselves, so Tracy was able to see models flying and meet some of the members. Tracy remarked afterwards that she was very impressed with the club, it's facilities and the use of the land for model aircraft, also remarking that it was a pity she had to return to her office.

Likewise.

Mike Hawkins.

We are on the net. www.hobartmodelaeroclub.org

Around the hangar.

Sunday 21st December produced one of the best weekend flying days for some considerable time. Nice fine weather with light variable winds was all that one could ask for.

As a result, members emerged in droves and there was a very crowded pit area.

Bryce Atkinson made a welcome reappearance and the conditions suited his Bleriot which features wing warping for directional control. Unfortunately a broken rigging wire cut his day short.

John Tonks, on holiday from Adelaide, put on a fine display with his father's OS90AX powered ancient Extra. There were times when dad turned his back rather than watching his model in peril, but he did remind John that he taught him to fly.

On Wednesday 24th December I noticed Joe Hedges doing some pretty impressive inverted circuits and it should not be too long before Joe is trying for gold wings.

On Saturday 27th December was your editor spotted flying a bit of combat with one of Mark Leverton's Wild Wings? Surely not!

It appears that Peter Ralph, Nils Powell and Joseph Ortuso are now among several new owners of Wild Wings—it must be contagious!

The strong winds continued well into January and flying was somewhat restricted, although midweek fliers were more able to find at least one reasonably calm day during the week.

Sunday 11th January saw the test flight of Peter Ederle's magnificent ESM B25 Mitchell Bomber. Powered by two Magnum 90 four strokes it flew in a very realistic manner and Peter managed a beautiful landing in difficult conditions. Peter advised that there were a few bugs to be sorted out including far from satisfactory retracts supplied with the model.

Your old editor had a few senior's moments

of late. He arrived down at the field recently with an electric glider wing without a fuselage. After getting another model out of the car, he then discovered that he had also left his batteries at home. On the next Sunday he got about one kilometre on the road home before remembering that he hadn't collected his transmitters.

Joseph Ortuso tried a novel way of flying his Wild Wing. He tried to use one of the switches on his Spektrum transmitter instead of the elevator stick. It is just as well that these models are nearly indestructible!

Jim England recently purchased a Hangar 9 Spitfire and I believe that he is actually going to use a glow motor instead of his usual electric power.

It appears that Danny Port has won a scholarship to a prestigious American Aeronautical College. This was achieved after some very solid study and excellent exam results. Well done Danny.

With the depreciation of the Australian dollar, prices for our model gear are already increasing dramatically. Unfortunately most of our imports are paid for in American dollars regardless of origin. Retail prices could increase by 30 to 40% and there is already evidence of this. Actually the value of our dollar was at a similar level a couple of years ago and prices did seem to reduce over time.

Perhaps we have become complacent in the good times!

We would like to welcome new members in Greg Hall and Peter Drew who is now a full member.

The committee and members of the club would like to express sincere sympathy to Ken Jones on the recent death of his mother.



The eagle is landing. (above)

Nils assisting Gavin Hallam with his new gas turbine model. (below)



Usage of the club's training models has decreased considerably since before Christmas. A combination of people being on holiday and also the very hot weather are probably the reasons.

It is pleasing to see Vic Parkinson getting the club's third trainer set up ready for action. It certainly looks the part, being completely orange in colour, whereas the other two models each sport at least three colours.

There are three Boomerang 60s in the club, one is a general purpose model; the other two are/will be used as trainers. Terry Shearing is learning with his and recently has returned from a month's fishing to find that he had not lost his touch. He is at the stage where his take offs and general flying are at a very safe level. He is currently practising landing approaches .

The second Boomerang 60 is being assembled by new member Greg Hall. He also is flying well using the old club trainer. Recently he got his first couple of take offs out of the way. The next day, luckily for him, there were no other flyers present. Result.....a dozen or more good take offs, plenty of practice on right hand circuits, and ditto for landing approaches. He has now done two good landings.

Peter Drew had planned to be learning by now, but heavy work commitments have delayed the start of his tuition. Perhaps, with school holidays over, the next week or so may be a good time to start.

The older club model is bearing up well despite a heavy workload in the last six months. It looks a bit tatty, but motor, radio, and airframe are proving 100% reliable. Exactly what is needed to make life easy for the instructor as well as the trainee. Peter Ralph.

Hobart Model Aero Club Inc.

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Members will be aware that a new power line has been erected south of the field. Those who fly the big models which are often heavy and fly fast, usually make a power-on approach which means flying a long final leg approaching touchdown. There has been some speculation about who will be first to hit the new obstacle although your editor reassured us in the last issue of *Torque Back* with the words; "There is no truth in the rumour that we are running a book on who will be the first to collect the said power lines." The photo below may tell another story.



The pilot (who shall remain nameless) of this large SE5a was having trouble with his engine which was slowing down of its own accord to the point where the model could not maintain altitude. As it turned on to base leg it looked like the turn onto final could be a low and slow disaster unless luck (or particularly good management) saved the day.

As it happened, the pilot called on all his skill and put the nose down sufficiently through the low and slow turn on to final to maintain airspeed and avoid a spin. Once lined up on final the model struggled on to plop down on the threshold of the runway whereon the engine promptly died.

Three points are worth noting.

1. The photo above has not been doctored (although it would have been easy to do so to make things look worse than they actually were).
2. The photo was taken using a 12X zoom lens which makes the poles look closer than they are.
3. The powerlines from the tallest pole were strung (heading right) after this incident and would have been visible just under the wheels of the model.

So! Who is going to be first to collect the new powerlines? Any bets?

Dicing with Death #2! (or; 'Where Eagles Dare'.)

Friday 9th January saw the first flight of Peter Lambert's latest model. It is a scratch built model of a Wedge-tailed Eagle of 54" (1.37m) wingspan with hardware provided by Ian Searle. A brushless 180 watt electric bell-motor with a 7x6 propeller and a 3 cell LiPo battery drives the model. A dual conversion synthesised receiver coupled with a computer transmitter enables programmed operation of the flying surfaces. The model is controlled using a V-tail arrangement (elevons) as there are no ailerons on the wing.

(continued page 6.)



The model should be a bit of a brute to fly having a short-coupled wing/elevon setup but it isn't. It is however fairly sensitive to Centre of Gravity position and requires 100g of lead in the nose. More realism will be added shortly with a paint job that matches the feather patterns and colours of the real subject.

But one problem remains. Since there are no airbrakes we haven't yet figured out how to get it down quickly if it comes under attack by other birds-of-a-feather. Meantime our eagle-eyes will be working overtime each time we dare to fly.

Notes on the weather.

Tasmania is an amazing place where so much is unpredictable, not least the weather. This summer is shaping up to be a cool and windy one (whatever happened to Global Warming?).

The reason for the cool and windy days is that we are still in a Spring weather pattern rather than a Summer one. Typical of Spring weather are cumulus clouds with feathery tops (where the cloud particles are ice crystals) as in the picture below. These clouds often produce showers of rain and hail. We even had snow on Mt Wellington on New Year's Day.



***(Continued
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The strange weather we are currently experiencing has to do with the position of the high pressure areas at our latitude, which in turn may have something to do with the la-Nina pressure pattern that currently prevails. La-Nina and el-Nino are names given to variations of pressure across the Pacific Ocean, a measure of which is the Southern Oscillation Index. You can see a graph of the SOI at; <http://www.bom.gov.au/climate/current/soi2.shtml>

The index is a ratio of sea level air pressure between Darwin and Tahiti. If the ratio is positive over a period of several months, we are in the la-Nina range and should expect above average rainfalls in Eastern Australia. Already there are floods in Queensland and it looks like Lake Eyre may fill this year. If the ratio is negative, el-Nino prevails, bringing drought conditions. If the highs are too far south, we in Tasmania get a predominantly south-westerly airstream. That means cool and moist air flowing up from polar regions commonly bringing layers of strato-cumulus cloud that keeps temperatures down.

When a warm to hot day does arrive, we also get sea breezes which can be amazingly strong and sometimes gusty, putting an end to flying operations at Kelly Field. So we have to make do with the few good days until the arrival of Autumn which is the best season of the year for modellers, especially those of us who do not have to work five or six days a week.



For Sale.

Cyclone EP Aerobat 38" WS
300w Himark motor, 45amp ESC
Goes like smoke and is not for the beginner
\$70 or \$95 with synthesised Rx
Ian Searle 6243 7426

Last chance at old prices!

JR Quattro 4 channel radio \$200
JR Max 66 6 ch. computer radio \$300
Thunder Tiger pro 46 \$120
OS 55 AX \$180
Magnum 52 FS \$180
Magnum 60 AR \$160
Force 46 \$125
Seagull Boomerang Trainer \$100
Phoenix Tiger3 \$125

Seagull 40 \$120
Sportsman Aviation Paramount \$150
Seagull Harmon Rocket \$150
Phoenix A6 Texan c/w retracts \$200
Phoenix Classic EP \$95
Seagull Extra 300 EP \$145
E-Flite Diamante EP \$200
E-Flite Funtana X EP \$165
E-Flite Brio 10 EP \$150
Brisson Custom Pitts muffler 46/55 \$60
HITEC HS-311 servos \$15
Garth Wilmot.

Newsletter

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Manual of Procedures

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:

MAAA MOP 008 Close Field Operations Procedure and Policy

MAAA MOP 041 Policy – Code of Ethics

MAAA MOP 058 Policy 2.4GHz Equipment (acceptance of ASSAN V2 equipment)

62nd Nationals

Radio Control events will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra. Bulletin number #1 is now available from the MAAA Web site at www.maaa.asn.au

Nominations for MAAA President & Competition Rules Secretary

The MAAA President and Competition Rules Secretary three year terms conclude at the Annual Conference in May 2009 and an election for the positions will be held at the Conference.

The position of MAAA President is very prestigious and requires a considerable commitment in terms of time and energy. He/she is responsible for implementing the policies and direction of the MAAA Council. The President chairs all meetings of the MAAA Council and Executive. The Executive generally meet monthly via a telephone link. These meetings usually last about 2 hours.

The President closely liaises with other members of the Executive and in particular, the Federal Secretary. The Federal Secretary, an employee of the MAAA, reports to the President. It would be reasonable to expect that the President would have to devote a least 2 hours per day to MAAA duties. It is considered essential that persons wishing to nominate for the position be very computer literate as all business between the President and Executive is via computers and the Internet.

Currently, no honorarium is paid but expenses are reimbursed. The President is expected to attend National Championships and World and Continental Championships that are held in Australia.

Duties of the Competition Rules Secretary include, examination and ratification or rejection of Australian record claims, providing advice in respect to technical aspects of the FAI Sporting Code and the maintenance of MAAA Official Competition Rules and Instructions. Currently, no honorarium is paid but expenses are reimbursed.

Under Rule 29, nominations are called for the positions of MAAA President & Competition Rules Secretary. Both positions are for three-year terms

Nominations for the each of the positions shall be in writing signed by two Affiliate Members of the Association accompanied by the written consent of the candidate (which may be endorsed on the nomination) and shall be deliv-

Safety - a Sign of the Times

In recent months several Incident Reports have been received and dealt with by the MAAA Executive. By following the requirements of the MAAA MOP, individuals and clubs submitting incident reports, apart from the reporting aspect, assist to highlight particular safety issues within our sport. One trend has emerged from the recent reports. As technology advances, creating wide spread use of electric powered models, so has the increase in incidents and injuries associated with these models. Due to the high power capability of many electric models and the types of propellers also associated with them, we are seeing cases of multiple lacerations due to the motor not stopping when the propeller comes in contact with a modeller. Some recent incidents of this nature have been caused by:

- ? Pilots accidentally knocking the throttle to full power while bending over to retrieve the model.
- ? Neck strap clasps breaking or dislodging causing the transmitter to fall and go to full power. Modeller instinctively then trying to grasp hold of the model.
- ? Fail safe of throttle not set to idle and model powering up when experiencing interference.

In addition there have been injuries associated with IC engines:

- ? Two modellers walking into one another while carrying a model to the flight line with the engine running.
- ? Starting a model with restraints, the throttle is accidentally knocked to full power, the model tips forward and instinctively the owner ...

There are inherent risks with all models, and we all need to understand how simply accidents can occur and be informed about these associated risks. Let's try to make 2009 a safer year.

2.4GHz Operations

Users of this equipment cannot control the actual frequency of operation as this is determined by the technology used within the equipment. However the MAAA still requires that a keyboard, or similar system, identifies who the individual users of this band are. This enables all radio users to identify who has radio sets in use at any time in order to be able to verify that the complete frequency control system, including users on other than 2.4 GHz, is valid and operating correctly. It is recommended that Clubs use a similar system to the one used by them for the other approved frequency bands, whether this is a Silvertone© type keyboard system or otherwise. For 2.4 GHz this need only identify the name of the owner of transmitters actually either in use or ready for use.

The maximum number of transmitters to be available for use under this system at the same time is not to exceed ten. The reason for the limit is that some applications of the 2.4GHz technology create a maximum technical limit to the number of sets that can operate simultaneously without degradation of the communication link. This limit may be changed with more confidence in the way that manufacturers are implementing the technology of 2.4GHz. Whilst the stated limit is conservative in most environments using the currently accepted equipment, the limit should ensure that there are no practical issues encountered with simultaneous operation.

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 states the procedure. This is to give all members adequate notice.

F1 A, B & C Team Trials for the Trans Tasman Event 2010

Notification of the Team Trials as follows:

Tentative Team Trial Dates are:

62nd Nationals

F1A Mon 29 Dec 2008

F1C Tue 30 Dec 2008

F1B Fri 2 Jan 2009

To be held at McMahon's Field Springhurst.

Proposed program for AFFS Championships and Southern Cross Cup.

SCC

F1A Tue 7 Apr 2009

F1B Wed 8 Apr 2009

F1B Wed 8 Apr 2009

To be conducted at Narrandera

AFFS Championships

F1A Sat 11 April 2009
 F1C Sat 11 April 2009
 F1B Sun 12 April 2009

To be conducted at Narrandera.

2009 F3A World Championships Team Trials

Team trial details for the F3A World Championships to be held in Portugal have been finalised. These trials will be held as part of the Australian Masters Contest at Valley Radio Flyers field Shepparton, Victoria on 25 April 2009. Entries will close one week prior to the event, 17 April 2009. Late entries will not be accepted. For enquires please contact Chris Simmons 0419 362 005.

2010 F3J World Championship Team Trials

Team Trials for the 2010 F3J World Championship to be held in France have been approved. The League of Silent Flight will hold the selection trials at the 2009 Jerilderie Tournament (Jerilderie on 6-8 June 2009)

2009 R/C Scale Trans Tasman

Team trials for this event will be held as part of the 62nd National Scale event at Cootamundra in April 2009.

The Trans Tasman Scale event will be held at Monarto SA between October/November 2009.

World / Continental Championships and Trans Tasman Events Calendar

2009	
EVENT	Awarded to
F4A FF Scale	Trans Tasman - Patetonga, Sth of Auckland 4-5 April
R/C Scale	Trans Tasman – Monarto SA October/November
F1A, F1B, F1C	Croatia. Bjelopolje Dates: July 19 to July 26
F3A	Portugal Dates: August 21 – 29 2009
F3B	Czech Republic Dates: August 2 – 9 2009
F3C	USA – Muncie Dates: August 2 – 11 2009
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Bids From
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary - July
F3J	France Dates: August 14 – 22 2010
F4B, F4C	Poland
F5B, F5D	Offers Invited
Space Models	Serbia
F3A Asia-Oceanic	Offers Invited
F3C Asia-Oceanic	Offers Invited
2011	
EVENT	Bids From
F1 A,B & C	To be Awarded - 4 Bids
F3A	To be Awarded - USA (tentative)
F3B	To be Awarded - Spain (tentative)
F3C	To be awarded - Italy
F3D	To be awarded – Australia has bid



Peter Ederle's B25 Mitchell Bomber.



***Danny Port's
Spitfire on fi-
nals.***



***Peter Ederle's
Texan flies past.***

***Members are re-
minded that there is
a limited quantity
of club polo shirts
available at a cost
of \$30.***

***If you wish to show
a bit of club spirit
and would like to
promote your club,
contact Stuart
Smith at the field.***