



Torque Back

Volume 9/ Issue 10

March/April 2009

Editor: Garth Wilmot PO Box 971 Rosny Park 7018

Phone 62431790 email: garthwilmot@internode.on.net

Inside this issue:

Around the hangar	2
State flying field.	3
Photo page	4
Office bearers	5
Oh dear!	6
Photo page	8

Presidents Report.

Unfortunately my day job, family commitments and some small health problems have kept me away from the field so I have not done much flying and consequently do not have much to say. Thank goodness for that do I hear?

As you are aware, we are hosting the state electric fly-in and once again I ask the non electric flyers for their support and tolerance over this coming weekend.

I believe the airstrip is green again thanks to the upgrade done on the watering system and if we continue to get some decent rain as of late the rest of the property will benefit and look like its old self again.

I look forward to seeing you all at the field.

Regards, Mike Hawkins.

Batteries.

Members are re-minded that if you are unfinancial you may not fly at Kelly Field at any time and that any departure from this policy could jeopardise our existing insurance cover.

The State Electric Fly-in is open to all financial members of MAAA.

Mike Hawkins has kindly donated a quantity of 24 & 42 amp/hour batteries which will be sold to augment club funds over the course of the coming weekend. These batteries will be very good value and the opportunity should not be missed!

Some of these batteries will also be used as prizes over the weekend.



Peter Lambert with his Eagle.

Around the hangar.

The past couple of months have provided mixed weather conditions and strong winds still seem to be more prevalent than normal.

Now that we are into Autumn we should experience more settled conditions.

We recently received a visit from Fred Cherry who was one of our foundation members. Fred has lived in Perth for many years but still makes the occasional visit home to catch up with family and friends. Fred has always loved Piper Cubs and still has several of various sizes in his hangar.

Peter Allen brought a sport pylon racer down to the field recently and spent a good deal of time setting everything up in his normal meticulous fashion. Unfortunately the one thing he didn't check was that he was using the correct model memory. Exit one pylon ! I believe Peter also turned up recently without a receiver in his model. Welcome to old age Peter!

Rob Gurney has been flying a nice scratch built model of late and it is pleasing to see that a reasonably new member is prepared to have a go at building his own model.

Our president Mike Hawkins has been flying a diesel powered reduced scale Simplex lately. Mike has installed radio for rudder only and enjoyed reliving days of yore.

Doug Keating certainly gets value for his membership. He usually arrives with a car full of models and just flies consistently for hours.

I noticed a trio of hawks circling above Peter Lambert's electric powered Eagle recently. They seemed quite happy to fly in formation with the Eagle, but I don't know whether our resident wedge tail eagles will treat it as casually. Peter has since built an improved version of the Eagle. Maybe he thinks that they may reproduce.

Have you noticed how well the trees and shrubs are growing at the field? Ian Searle

does a great job as our resident gardener. Most of the plants have been provided at his own expense. Many thanks Ian, you are a good club member.

We had an unfortunate mid-air recently. Stuart Smith's electric powered Spitfire flew up into Greg Hall's 60 size Boomerang. The Boomerang suffered little damage, but the Spitfire was a total wreck. I thought that Zeros were the only aircraft used for Kamikaze attacks!

Greg has scratch built an enlarged Boddington designed Red Arrow for an OS 46AX and has done a very creditable job. I can recall having a 25 size Red Arrow many years ago and it was a little gem.

Peter Hubbard had a lucky escape recently when his Ugly Stick became airborne with a flat receiver battery. Range was very short and the resultant impact with the outfield only resulted in a bent undercarriage. The model is built like the proverbial brick outhouse! Peter has since acquired a more reliable charger.

Martin Richardson has been busy on a foam cutting spree making a different type of flying wing. His prototype is certainly causing significant interest.

I continue to be amazed that we have a few paid up members who we seldom, or never see. How about putting in an appearance and taking advantage of your membership fellows.

The committee and members would like to offer condolences to our president, Mike Hawkins, in respect of the passing of his mother recently.

Members are requested to refrain from flying power models on the weekend of the state electric fly-in. Do the right thing fellows!

State Flying Field.

At the last Annual General Meeting of the TMAA a sub-committee was set up to investigate the possibility of establishing a State Flying Field. The committee was to have been made up of one representative from each of the seven clubs in this state.

As a former member of the MAAA land purchase sub-committee I would make the following comments.

If the right site can be found it may be possible for the purchase to be funded by the MAAA including legal costs and stamp duty.

The funding stops right there and the land is then leased to the state association at a peppercorn rental. The MAAA is not responsible for any development costs or ongoing expenses such as rates and taxes, and ownership remains with the MAAA.

Any idea that a club is going to receive a free flying field should be dispelled—we all know that Santa Claus and the Tooth Fairy are mythical.

It is usual for the state association to sub-lease the site to an existing club at a rental to be established. This is usually once again set at a low figure with the understanding that the field will be available to all MAAA members and for competitions.

Then we come to the question of who pays for the development and ongoing costs? In the larger states and territories the state associations do make some contributions to initial costs, but it must be realised that they usually have funds available for this and other purposes.

The host club still has to pay for a great proportion of the development costs and usually for all ongoing costs.

I strongly doubt that the TMAA would be able to make any substantial contribution unless members were hit with a very large increase in affiliation fees. In the present economic climate this would probably not be acceptable to most club members who would probably never have cause to use of the State Flying Field.

3.

We simply don't have the membership to justify the expenditure.

It is already evident that the majority of modellers are no longer willing to travel any great distance to events and a large percentage of TMAA members are not interested in competition. Modellers are already facing dramatically increased costs of modelling goods due to the devaluation of the Australian dollar.

If a suitable site could be found it would probably have to be in a central location and I can imagine the arguments that would ensue if the field was established at one end of the state or another.

Any club looking for a flying field should realise that the MAAA will make loans for land purchase at a very attractive rate and ownership would mean that they would have a good chance of making capital gain in the long term as well as recouping their investment in development costs.

Garth Wilmot.

Member frequencies.

Stuart Smith has indicated that he would like to establish a record of member frequencies by means of a spread sheet. This can only work if the record is kept up to date.

If you wish to participate please email Stuart with your details. If you do not have email please phone Stuart with your details.

Electric Fly-in.

The electric fly-in is meant to be a low key fun weekend with little organised activity.

Those interested in Wild Wings pylon racing and/or combat will have to organise their own activities on the days after consultation with the event organiser.



Shown on this page is a collection of models from the workshop of Mark Slade. We have a Hog Bipe with ASP 91FS, a Great Planes Venus with OS 120FS, a Black Horse Chipmunk with OS 70 Ultimate and a Thunder Tiger Imagine with OS 55AX up front. The models are, as yet, unflown, but Mark has certainly been a busy boy of late.

It is amazing what can be achieved while on paternity leave!



It is pleasing to see our newer members making good progress with their model flying skills over the last few months.

Robbie Drew had a few bumpy landings immediately after earning his Bronze Wings. He is supposed to do them before he gets his Bronze Wings. Don't know what his dad Peter said, but it has worked. Robbie is flying well on his own and Dad has not had to make minor repairs for quite a while. Peter has started his training when work commitments allow.

The Boomerang .60 owned by Greg Hall is doing a lot of air time without any dramas. Model is powered by an OS .46 AX which has more than adequate power and suits the model well.

Terry Shearing is flying well and has made quite a lot of good landings from all directions. As soon as he can string the good ones together without the "roughies" getting in the sequence, he will be Bronze Wings standard.

Pictured is Robbie Drew with his Stinger.



Hobart Model Aero Club Inc.

Office bearers and committee members for 2008/2009

Office Bearers:

President: Michael Hawkins, 8 Calder Crescent, Blackmans Bay 7052 62295902

michael.h@wacco.com.au

Vice-President: Peter Hubbard, 43A Corinth Street, Howrah, 7018 62476281

phubbard@hotmail.com

Secretary: Krysztof Smietanski, 36 Jennings Street, New Town 7008 62283586

Ksmietanski@gmail.com

Treasurer: Stuart Smith, 44 Grange Road, Rokeby, 7009 62477423

stuartsmith@netspace.net.au

Committee Members:

Johannes Jongbloed, 5 Eden Place Howrah, 7018 62478600

jonkat@southcom.com.au

Peter Ederle, 32 Pegasus Drive, Dromedary, 7030 62614965

marholymes@yahoo.com

Victor Parkinson, 11 Suva Street, Midway Point, 7171 62652299

parkinsonfamily2003@yahoo.com



6

5.

What can those people be searching for over there? Could it be for the remains of Vic Parkinson's magnificent Spitfire? Oh dear!



For sale.

Bargains.

Flight Boxes—unassembled \$30
Super Tigre 40— never been run \$90
Saito 50 FS—choice of two \$90 each or both for \$160
Hitec HS 311 servos \$15
Seagull Boomerang Trainers—some still in stock at old price \$100

Multiplex 7.5 g servos \$15 or 4 for \$55
Phoenix Mustang for .46 c/w retracts \$180
Multiplex Twister electric ducted fan model c/w brushless motor and fan unit \$225
Hitec Optic 6 radio c/w charger etc, installed in a model but never used. \$200
Sebart Shark—bare airframe—save nearly \$200 on retail \$100

Garth Wilmot phone 62431790



Hobart Model Aero Club Inc.

State Electric Fly-in at Kelly Field on 28th & 29th March 2009

Canteen will be operating on both days.

Shaded pit areas.

Limited selection of prizes.

Wild Wing pylon racing

All MAAA members welcome.





The picture above clearly indicates that Nils Powell can actually effect a good landing occasionally.



Jack Tonks' magnificent Cessna 172 built from the Topflite kit. Covering and painting was completed by Colleen Tonks.