

Torque Back



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Editor: Garth Wilmot PO Box 971 Rosny Park 7018

Email: garthwilmot@internode.on.net

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TMAA Meetings.

The TMAA Annual and General Meetings were held at Campbelltown on Sunday May 31st.

The following members were elected to the executive unopposed

President: Dean Williams (HRCF)

Vice-president: Clive Butler (PFL)

Secretary/treasurer: Garry Anderson (NWA)

The following contest calendar dates were approved:

State pattern championships—LMAC February 2010 TBA.

State scale championships—no bid.

State electric glider championships—LMAC March 2010.

State electric fly-in—HMAC 22nd November 2009.

State gliding championships—SEAT 31st October & 1st November 2009.

Scale fly-in—PFL 29th November 2009 & late April 2010 TBA.

Scale fun-fly—HMAC 11th July 2010.

State flying instructors:

Chief Flying Instructor—Steve Ralph (NWA).

Deputy CFI (North) - Steve Cochrane (PFL).

Deputy CFI (South)- Peter Ralph (HMAC). (continued page 4.)



Around the hangar.

Peter Ralph kindly supplied this issue's news due to my absence from the field. Thanks Peter.

Trying to get decent video footage with a camera mounted to various models has been amusing a few members lately. Tony Banister's Fly-Cam has been mounted on several models with various degrees of success. Vibration affects the picture quality so it seems a vibration proof mount or an electric model is the way to go.

Seems to be more than normal number of crashes lately. Peter Hubbard has damaged a couple of models as well as cutting the back of his hand with the propeller of his pusher twin boom electric model.

Peter McGuinness wrote off his trainer recently, then a week later scored two hits in one effort on the safety fence with a second Boomerang 40. Presumably this gives father Ron something to do in his spare time is one positive presumably.

The Space Walker is proving a popular model. Recently there were three of them (virtually identical) at Kelly Field at the one time. I wonder who is going to be the first to get confused and attempt to fly some one else's model instead of their own?

An electric powered Messerschmitt Me 163 Komet is one of the more unusual models seen at the field lately. Still being sorted by Peter Lambert and Ian Searle. Why electric Peter? Original was rocket powered....this an option in the future?

Mid week flying is proving very popular with members. Mid week flying is also proving useful for members who are training or have recently gained Bronze Wings standard. The reason being that good weather can usually be chosen and there is more time for flying. Also the sky is not as crowded as at weekends thus the positive of fewer distractions for the less experienced.

From the Chief Flying Instructor.

2.

Things are very quiet on the training scene.

Peter Drew and Chris Rowe are the only two members under tuition at the moment. Peter is making good progress using his OS .46 powered Boomerang 60. This is an excellent model to learn with, and using a .46 sized motor really does make sense in that it flies very nicely at just over half throttle at a sensible speed. The reflexes of a young fellow with skills sharpened by years of computer games are not needed to make the learning process easy for both pupil and instructor.

Chris has recently done several good take offs and landings with his Pottier powered by an OS .15. By the time the next newsletter is published, he would have to be Bronze Wings standard for sure. During the school holidays two young fellows visited the club and were suitably impressed with their introduction to the hobby, courtesy of Chris Rowe and Ron McGuinness. Looks as if both may take up the hobby in the near future.

The club training models have been unused for a long time now. It seems it is either a feast or a famine. At one stage (Note: the weather was a lot warmer) Nils Powell was instructing using the .40 Boomerang, Vic Parkinson had the orange one in use and I was putting plenty of hours on the old trainer. Is probably a good situation in respect of their longevity when you consider the wise saying regarding model aircraft " That last flight was one closer to it's final flight".



Kid's Day at Kelly Field

On Tuesday 26 May the children of the Hutchins School holiday-care program run by Ben Searle and his staff visited Kelly Field and were treated to displays of model aircraft flying. The day was planned weeks earlier; a very risky proposition four days before the start of winter, but the weather turned out to be better than forecast. While it was cloudy early in the day there was very little wind. Quite a few modellers turned up that day so something was happening most of the time.

There were about 35 children and because of the number they were divided into two age groups. The younger group played mini-golf at Cambridge while the older group watched the models, the two groups changing over at lunch time. Ages ranged from four to twelve so it was not possible to give them time on the club trainers, but many had fun with the flight simulator in the club house. It was interesting to watch them trying to turn the easy-to-fly Walrus flying boat around and see what happens when they don't stop the angle of bank increasing beyond forty five degrees. The inevitable inverted crash dive into the ground was most instructive!



All together with Peter Ederle and Stinson.

Special thanks to Peter Ederle who put on some great displays with his Stinson Voyager.

Others from the club flew their many and varied model types, including a Sea Eagle. The School staff barbecued some very tasty sausages for lunch and club members took advantage of the abundance of food.

The kids were generally well behaved (strict supervision and a loud voice from Ben helped) but many members had forgotten just how noisy 20 school-kids can be when on an outdoor excursion. Perhaps some of these youngsters will become interested in aero-modelling and seek training when they reach their teens!

(continued from page 1.)

4.

MAAA Annual Conference Report. The President reported on agenda items discussed at the MAAA Annual Conference held at The Rose and Crown, Perth, 23/24 May. Items reported on included:

- ? **This year's council conference was preceded by the competition rules conference which is held every four years.**
- ? **Nationals Sub-Committee; disbanded as their brief has been completed.**
- ? **Flight line Sub-Committee; disbanded as their brief has been completed.**
- ? **National noise level – new MOP; designed to help Clubs in noise sensitive areas.**
- ? **Mike Close returned as MAAA President.**
- ? **Ross Cant from W. A. elected as MAAA Competition Rules Secretary.**
- ? **The MAAA Executive is working to have the Aeromodelling officially recognised as a sport, to assist members and associations in applying for funding.**
- ? **Education based temporary membership. Proposal to extend visitor policy to cover school groups and the like for multiple visits to Clubs.**

Next MAAA Annual Conference is in Adelaide, May 2010.

The fee structure remained at the level set last year.

HMAC fees for 2009/2010 are as follows:

Senior member	\$200
Spouse of senior	\$150
Country member	\$180
Spouse of country member	\$130
Junior member	\$60
Pensioner member	\$180
Spouse of pensioner	\$130
Senior plus junior	\$250
Social member	\$15

Members are reminded that only financial members may fly models at Kelly Field from 1st July 2009.

Due to insurance requirements this will be strictly enforced and any breach could lead

to the insurance cover of the entire membership being compromised.

Prompt payment of subscriptions makes the treasurer's job much easier.

Garth's specials:

Force .46—one only at old price	\$125
Magnum .52FS—one only at sale price	\$180
Magnum .46II— bargain price	\$125
Used 12v starter	\$20
JR Max 66 radio—still at old price	\$300
Phoenix P51 Mustang—with retracts	\$180
Dualsky Breeze Pro—The ultimate foamy	\$65
Wild Wings—on behalf of Mark Leverton	\$60
Numerous electric models at old prices	

Phone 62431 790

2.4 GHz usage.

5.

The table below indicates the 2.4GHz equipment that is approved by MAAA. No other 2.4 GHz equipment may be used at Kelly Field at the present time. For further information look up the full MOP on the MAAA website or the copy in the clubroom.

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

MOP058

2.4GHz EQUIPMENT POLICY

APPENDIX A

CURRENT ACCEPTED SYSTEMS

MANUFACTURER	TECHNOLOGY	LIMITATIONS (if any)
Spektrum	DSM	This system is allowed for Park Fliers and small electric helicopters only. These are defined as fixed wing aircraft, both powered by electric motors or not powered at all, and small helicopters powered by electric motors, that would normally be expected to fly no further than 150 metres from the pilot.
Spektrum	DSM2	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.
Spektrum	All combinations that include any DSM equipment	As for DSM
JR	Spektrum DSM2	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.
Futaba	FASST	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.
Xtreme Power Systems	XtremeLink	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.
Sanwa	Sanwa RDS 8000	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.
ASSAN	ASSAN V2	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.
Hitec	AFHSS	None but see guidance, specifically Items 4.8, 4.12, 4.15 and 4.16.

Here is a novel way to recycle your beer cans!





An interesting way to land—I hope he replaced his divot!

Hobart Model Aero Club Inc.

Office bearers and committee members for 2009/201009

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@hotlinks.net.au](mailto:p Hubbard@hotlinks.net.au)

Secretary: Krys 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:

Peter Ederle, 32 Pegasus Drive, Dromedary, 7030 62614965 maryholmes@yahoo.com

Tony Gray, 114 Grove Road, Glenorchy, 7010 mostpart@tpg.com.au

Greg Hall, 23 Waverly Street, Bellerive, 7018 62442985 gdh240@hotmail.com

B25 Mitchell – for those of you who need an adrenalin boost, or to empty your wallets.

I bought the plane about September 2008 after some heavy negotiations with the hobby shop who supplied the plane. He wanted a lot more money but I didn't want to pay.

The biggest problem with all interstate models is the cost of freight. The guy who I bought it from agreed to pay half the freight. Hey I'm there! Send me the plane. Anyway when the plane arrived, the box was huge . No time to waste , lets find out what goodies are inside. Inside was a well packed (hot glued everything , so nothing moved). plane plus parts.

Now the specs are as follows. The model is made by ESM, fiberglass fuse, built up wings, tail, rudders etc, out of balsa, covered in plastic film and painted. The engine nacelles are all fiberglass , and very nice I must say. The model is 95 inch wing span, or 2.420 in the metric, length 76.2 inch or 1.935 . Wing area is 7.28square feet. Recommended flying weight is 10kg (22.1 pounds).



You need 13 servos, two motors, Four stroke of course, a bunch of electrics, half a dozen switches, lots of batteries, heaps of glue, a really big workshop and last but not least a very sympathetic wife, and your in business! Ahh!, you say we are right to go. Not really as there is the option of scale retracts, only another \$250 . At this stage one would say enough is enough , but no , not me , hang the expense , send it to me!!!! Next step, put it all together. It looks somewhat daunting , but hey I can do this , how hard can it be?. It took me 4 months , approx 200 hours. (continued page 8.)

Now this plane is not for the faint hearted, to start with there was a lot of factory design faults , mainly in the wing area, but also in the tail, plus the rudders don't line up.

The specs recommend 2 x 90 4 stroke motors, so I put in 2 Magnums as I have had a good run with them in the past. They fly the plane at scale speed but in hindsight a couple of 120 s or Saito 115 s would have been better.

The electrics are easy to install, however you need a lot of them. I used 10 y leads, in excess of 20 extension leads, one led on/off switch for main power. I also fitted, with the help of Steve Hedges' electronics wizardry, a set of landing lights, no bomber is complete without them. So another switch was needed, plus a micro switch on the air operated actuator for the landing gear. A couple of Chickenfeed torch lenses provided the reflection part, and Steve put in the LEDs. It looks great!!

With twins , in case you don't know, they work great, and sound fantastic if they are both going, if one was to stop, especially in this plane , then it's like trying to fly a brick. So I put on-board glows to try to alleviate this problem. Another two switches were required by the way.

The landing gear was not very successful in that it was too weak for the plane. I have beefed it up but it still creates problems, and is of constant attention. I did write a three page essay to the manufacturer outlining these faults however, I think that they were short on toilet paper.

The retracts are air operated with an after market actuator, as the original actuator had no valve to regulate air flow. The plane runs 4x4.8x1100mah JR batteries for main power. For the landing lights 1x4.8 x800mah. The onboard glow runs 4xAA 2500mah each NMH batteries .

Having put all this in plus air tank plus servos up front I still had to add 600 grams of lead to get the CG right. The plane came in at 12kgs on the nose. I had my doubts as to whether it would even get off the ground.

Anyway D Day came, Gerry Halley did the honors for the heavy model inspection. I made sure that I had a spare pair of undies (you never know!) and away we went.....

All I can say is that when you see and hear a big size model with those twin 4 strokes going flat out on a low pass 20 feet out in front of you , it is spine tingling.

This is what we call fun....

Anyway after getting a few minor trims done it was time to land the little sucker. This to me was a nightmare, but everyone else that watched said it was perfect. I think at this stage I was going to shake the guts out of the trannie, and then out of my hands. The plane flew very well, but I found that it was slightly under powered, but since writing this article, I have had 10 or so flights and am getting the hang of it, and find it very stimulating to fly. My thoughts on twins are great however, if you are looking for a challenge, go for it but start with something a little smaller.

Just to cap off the B25 Mitchell cost to date \$2800.00.

I hope this has been of some interest.

Peter Ederle



Control-line is alive and well -Peter Allen and Martin Richardson.



You really have to be keen!



I am not sure that the goat trusts him!