



Torque Back.

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President's Report.

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I have been asked, on many occasions, by prospective new members to explain the costs involved in purchasing a model, radio equipment, and what our club fees represent in terms of value for money. An explanation of our affiliation with MAAA and TMAA, insurance costs, safety requirements and CASA etc. is necessary and how a large proportion of our fees are passed on to MAAA and TMAA respectively. Whilst most prospective and full members alike accept the HMAAC fee structure and the MAAA costs which are easy to justify and explain. I must however admit that I have had considerable difficulty in explaining the \$20 per annum TMAA costs. In order to clarify this I asked Stuart Smith our Treasurer to look into the TMAA costs and advise me. Stuart's report though somewhat controversial warrants printing in full for the benefit of all members and is included elsewhere in this newsletter.

I was surprised and very upset to hear that Don Jones had passed away recently. My association with Don goes back many years to when he, Peter Lambert and I were building electric 'round the pole' models for the exhibition at the Derwent Entertainment Centre. Don was an aero modeller of the old school and will certainly be missed. Our condolences go to his family and friends.

With the number of 'Tomboy' plans that have been requested from various members I am expecting a big turnout at our next event. It would seem that this aspect of aero modelling is becoming very popular with both young and not so young members, offering a fun aspect without too many rules and great expense.

Let us keep fingers crossed for good weather.

Regards to all and safe flying, Mike.

We are on the web. hobartmodelaeroclub.org.au

Phoenix Flyers scale fly-in 24th Oct.

A couple of weeks before the scheduled date of the event I had a call from Phoenix president Jim Donnelly inviting me to be a judge at the fly-in. I agreed without giving the matter much thought.

A couple of days later the penny dropped and I suspected that there was an ulterior motive which proved to be correct.

The event was scheduled for 17th October but was deferred until 24th due to an unfavourable weather forecast.

Jan and I made the trip north and we found Panshangar without a great deal of trouble. Jim hurried to meet us after being a little concerned at our slightly late arrival (I don't set the alarm these days).

I was quite impressed with the facilities at Panshangar and saw a few good ideas that could be applied at Kelly Field. Unfortunately I did not take a camera and could not provide photos of the many outstanding models.

The event was very low key and therefore enjoyable and there was thankfully no pressure on the judges.

Models ranged from small electric to highly detailed scratch built. The most outstanding model on the day was Ken Lawson's giant Westland Lysander finished in the matt black as were the examples used to ferry agents in and out of Europe during the second world war. The "Lizzie" was powered by a 215 c.c. Moki 5 cylinder radial engine and won the prize for the most realistic flight.

I caught up with quite a few old friends including Wayne Moore, who was secretary of our club for quite a few years. Unfortunately Wayne has not been in good health lately.

I was somewhat surprised to run into Ray McCarthy who most members will remember as our club president for one or two years. Ray left us to live in Melbourne, then moved to Western Australia and then to Evandale. He is no longer in

the hobby as he sold all his gear in W.A.

During the lunch break MAAA treasurer Garry Anderson presented me with a plaque in recognition of my MAAA life membership. This was obviously the reason for my specific invitation.

I was very impressed by the manner in which a group of Phoenix members helped with both the running of the event and putting all the gear away on completion.

I was surprised to see that Ian Bailey was the only member from a southern club to bring and fly a model.

It was a very enjoyable day apart from the weather packing up after lunch and I hope to attend the next event in April.

Around the hangar.

Once again I am overwhelmed by the lack of information forwarded for this column.

As circumstances prevent me from making as many regular appearances at the field, perhaps it would be as well to leave this feature out completely.

On the way back from Panshangar we stopped at Banjos Campbell Town and came across former secretary and president Bryan Richardson. Bryan is a bit frail at this time, but still has an interest in the hobby.

Members are reminded that we do not have rubbish collection at the field and therefore a volunteer has to take the rubbish home for disposal.

It is reasonable to expect that members who bring their own food etc. should take their own refuse home. Similarly crashed model remains should also be removed by owners.

TMAA/MAAA FEES

Of the fee we pay for our HMAC membership \$60.00 goes to MAAA and \$20.00 to TMAA, (for those members whom are not aware what the TMAA is; it is the state body that represents the interest of all the Tasmanian clubs at the MAAA).

It is understood that of the \$60.00 to MAAA \$30.00 is to pay for our public liability insurance etc, so the remaining \$30.00 covers the MAAA administration, considering the number members across Australia, not an unreasonable sum.

However the \$20.00 to TMAA is different question altogether, to give some idea of what our \$20.00 is spent on, below is an extract from the TMAA Audit report and budget that was presented at the 2010 state meeting.

TMAA income for the year ending 30 April 2010

Total membership fee (\$18,824.00) less MAAA subscriptions (\$14,006.00)

This equals the TMAA fee for 241 members\$4,818.00

Bank interest..... \$626.00

\$5,796.00

Sale of My State shares..... \$968.00

Total income.....\$6,412.00

TMAA expenditure for year ending 30 April 2010

Audit and professional fees.....\$319.00

AGM Expenses...(Meals).....\$357.00

Depreciation (Computer).....\$81.00

Audit filing fee.....\$ 51.00

Postage etc.....\$39.00

Printing and office expenses..... \$4.00

Stock loss..... \$44.00

Total expenditure.....\$895.00

Net surplus for year ending 30 April 2010..... \$5,517.00

At this point it must be asked why we, as members are paying \$20.00 over the MAAA fee, for what is essentially a provision of a "post box" operation to forward our fee portion to the MAAA. The fee set at the first TMAA meeting (Under its current Constitution) was set at \$5.00 per member, some years later this was raised to \$10.00, at the 2008 meeting it was again increased to \$20.00 per member.

It is worth noting that for many years the members attending the state meeting paid for their own lunch, so if the cost of the meals were removed the average yearly expenditure would be in the order of \$500.00. So if the state membership remained around 240, a TMAA fee of \$5.00 would produce an income of \$1,200.00, this would mean a saving of \$15.00 per Senior and Pensioner members on the total MAAA/TMAA fee structure, which could result in improved membership and a better club to TMAA relationship.

TMAA current assets at 30 April 2010

Business account.....	\$7,138.00
Term Deposit.....	\$14,256.00
<u>TOTAL.....</u>	<u>\$ 21,394.00</u>

TMAA budgeted expenses for the year 2010/2011

MAAA State affiliation fee.....	\$10.00
Software licences.....	\$50.00
Computer maintenance.....	\$200.00
Computer depreciation.....	\$40.00
Audit fee.....	\$320.00
Postage.....	\$50.00
Bank fees.....	\$5.00
TMAA AGM expenses (Lunch).....	\$400.00
Audit lodgement	\$53.20
TMAA life members.....	\$20.00
Telephone and internet.....	\$100.00
Teleconference TMAA Members Skype.....	\$280.00
<i>(It was proposed at the meeting to hold extra meetings via Skype)</i>	
CFI Training (There was no indication what this amount was for)	\$1,100.00
Misc.....	\$100.00
<u>Total.....</u>	<u>\$2,728.20</u>

If the total membership for 2010/2011 across the state is similar to last year, that is some 240 members, the TMAA income would be close to that of the previous year that is about \$5,000.00, therefore it would seem that there is no justification for the \$20.00 fee to TMAA, plus if you take into consideration that there has not been any positive reason provided by TMAA for this accumulation of funds apart from some "unrealistic" talk about an MAAA owned state flying field. It is worth considering that prior to the next state AGM that all the state clubs should get together to consider what directions to give their representatives to follow at the next state meeting. In other words, what instructions to give TMAA. It is worth noting that the agenda for the state AGM is required under the constitution to be provided 24 days prior to the meeting, so the meeting of the clubs would need to be at least 10 days before.

It's worth noting that with TMAA funds at May 1020 of \$21,394.00, if the rate of expenditure remains at a similar level to that of the 2009/2010 year, they have enough reserves to last some 20 years.

Changing the subject slightly, an investigation has been undertaken to find an alternative public liability insurance cover. The Miniature Sports Aircraft Ass Inc (M.S.A.A) from South Australia provides a

\$20,000,000.00 public liability cover with the QBE to its affiliated clubs costing \$55.00 for Seniors and \$30.00 for Pensioners and Juniors. The TMAA amount of our fee so far this year is some \$1,280.00, therefore our total fee could be reduced or kept the same, and the extra money used to improve HMAAC facilities.

So to conclude, there are maybe three options to consider:

- 1. Accept the current TMAA fee structure and do nothing*
- 2. Canvass members of the other State Clubs whom may have similar concerns to ensure that the TMAA fee is reduced at a Special General Meeting.*
- 3. Leave TMAA/MAAA and join the Miniature Sports Aircraft Ass Inc.*

Stuart Smith.

Christmas Luncheon.

A Christmas luncheon will be held at Kelly Field on Sunday 5th December at 12.30 p.m. The cost is \$20 per head and, to facilitate catering, must be booked and prepaid with Colleen Tonks by 27th November.

There is a half price charge for children and visitors are welcome.

Buy & sell.

This annual event will take place prior to the annual luncheon on 5th December in the machinery shed. This is the chance to sell unwanted models and/or gear or an opportunity to pick up a bargain.

If required vendors will need to bring their own tables to display their offerings.

A lot of gear has changed hands on previous occasions so make sure you have a few spare dollars in the pocket.

From the chief flying instructor.

Only three members are in training at the moment. Bill Gregory, Duncan Abercrombie and Felix Bainbridge are enjoying the art of learning to fly a radio controlled model aircraft.

The plan was to make the most of the last school holidays and have Felix up to Bronze Wings standard before school started again. Unfortunately the weather was consistently bad and little tuition was able to be undertaken.

Felix, being now back at school, can only learn on weekends, so progress has not been as fast as he would have liked due to a period of unsuitable weather.

Bill and Duncan, being mid week flyers, have been able to master take offs and are now looking at the tricky area of getting the landings right.

HMAC office bearers for 2010/2011

President: Michael Hawkins. 8 Calder Crescent, Blackmans Bay 7052 62295902
michael.h@wacco.com.au

Vice-president: Peter Ederle. 32 Pegasus Drive, Dromedary 7030
marholymes@yahoo.com

Secretary: Tony Sheppard. 16 Quamby Avenue, Sandy Bay 7005, 62316700
tony_sheppard@mac.com

Treasurer: Stuart Smith. 44 Grange Road, Rokeby, 7009 62477423
stuartsmith@netspace.net.au

Committee:

Jim Dicker. 32 Lachlan Road, New Norfolk 7140, 62614088 megs@iinet.net.au

Robert Morrison. 434 Tinderbox Road, Tinderbox 7054, 62296376

Roy Baker. 18 Sirius Street, Howrah 7018, 62473834, roybaker@internode.on.net

Wanted.

JR3810 transmitter or USA equivalent 3108 for spare parts.

JR 36 Meg transmit module, working or not.

JR Transmit module any frequency or country (for case only).

JR AA battery holder.

John Jongbloed ph 62478600 or 0418127841

For sale

Classic EP trainer, includes motor, speed controller and all servos.

In very good condition \$200

Call Terry Shearing 62488792

For sale

Stinson Voyager.....101 inch wing span ,scratch built ,8 servos ,pilot, excellent condition, no motor, requires 30cc or 180 f/stroke.

\$1,000 firm.

Please call 0448737234

Hi guys; welcome once again to Bench Torque. As promised, this will be the first in a series of articles that will, over a period of time, document my approach to the design, construction and hopefully, first flight, of my next building project - a scratch built scale Mudry Cap 21. Before starting however, I need to correct my previous suggestion that the full size Cap 21 was built in Italy. As I suspect many of you knew, but were clearly too polite to point out, it was in fact built in France by Avions Mudry. In addition, I have belatedly realised that the starting point for any such project is not drawing up the plans, as I previously suggested; it is of course, deciding just what to build. So here goes!

Deciding what to build.

If like me you enjoy building as much as flying, and have decided that you want to scratch build a scale model, you will already understand that this will necessarily involve the commitment of considerably more time, if not money, than putting together your average ARTF kit. In these circumstances, there is little point in commencing such a project unless one is determined to complete it; and that of course, ultimately mean successfully flying the completed model! When I returned to aeromodelling some four years ago, I naively assumed that I could simply pick up my former flying skills, from where I left off more than thirty ago. In fact, only very recently have I finally managed to pluck up the courage to fly my first new model, the scale Turbulent that I completed in 2008. The experience has been frustrating in the extreme and is, I suggest, most certainly one to be avoided. So first of all, realistically assess your current level of flying skills!

If like me, you are still a relative novice in the piloting department, this certainly doesn't mean that you can't successfully scratch build and fly a scale model. It does mean however, that you need to make a sensible choice in selecting the type of model to build. Whilst I understand that not everyone will agree with me, I firmly believe that, if you choose to model a full size aircraft of conventional configuration that is recognised as having stable flight characteristics of the type that you wish to emulate, there is every reason to expect that an appropriately powered, and accurately built, scale model will fly in similar fashion.

For example, if you choose to build a scale model of a high wing vintage trainer such as a Piper J3, you can be reasonably sure that an appropriately powered model will be relatively easy to fly, but its large, parallel chord lifting section wings may make it challenging to control in windy conditions. It is also likely to display somewhat limited aileron response perhaps necessitating coupled aileron and rudder control and, just like the full size aircraft, it will almost certainly be limited in its aerobatic potential. The truth is though, only a small proportion of full sized civilian aircraft are approved for even the mildest of aerobatics and, whilst J3's were certainly used to perform all manner of aerial stunts in their heyday, nothing will alter the fact that inverted flight could be maintained only by pointing the nose upwards at an alarming degree!

If on the other hand, you really want a scale model that will perform effortless aerobatics, then obviously the best choice would be one of the many proven full size aerobatic aircraft. Just remember however; no novice pilot would seriously contemplate flying a full size Extra or Sukhoi, without many hours of appropriate training! Of course, in between these two extremes, there are literally thousands of full size aircraft from which to choose

So what initially prompted my interest in building a Cap 21? Well, about five years ago I was fortunate to find, in a second hand shop in St Helens, an old copy of Radio Control Scale Aircraft that focussed on the three leading aerobatic aircraft of the 1990's – the Sukhoi 26, the Extra 300 and the Cap 230. The magazine also included two photographs of an earlier full size Cap 21, the predecessor to the Cap 230, which was identified as having been built for an Italian team to compete in the World Aerobatic Championships. Just looking at those photos, was enough to convince me that this particular aircraft was a scale model that I simply had to build, once I had acquired the requisite skills to fly it. The two photos, reproduced below, were promptly placed in my "must build" folder, where they have patiently waited until now!



What, you may ask, was it about these particular photographs that convinced me of the potential suitability of the Cap 21 for scale modelling? Well, for me, first impressions are important; this aeroplane just looks as though it can't wait to get up and go! It actually looks more like a model than a full size aircraft! As subsequent research has confirmed, this is because the overall proportions of the Cap 21 are in fact almost perfect from a modelling perspective, leaving little doubt that a well built and appropriately powered scale model should perform more or less as expected.

A really big plus, as far as I am concerned, is that the particular aircraft pictured is resplendent in an attractive but simple colour scheme that will be easy to replicate at model scale. The simple structure is well suited to covering in white film, and the coloured trim presents no particular difficulty. So with that decided it is time to investigate the availability of additional photographs that may assist in clarifying structural details, and a three view of the full size aircraft that will provide a suitable basis for developing a reasonably accurate outline at model scale.

I'm sure everyone already has their favourite internet site for locating photographs of aircraft from around the world. If however you haven't already found one, I suggest you start with: <http://www.abpic.co.uk/index.php> This site previously provided me with a picture that inspired the current colour scheme for my Pottier P70S and, interestingly, it also contains one of the two pictures of the Mudry Cap 21 that originally sparked my interest in this aircraft.

As far as three-views are concerned, my starting point is: <http://richard.ferriere.free.fr/3vues/3vues.html#cd> This site contains three views of varying quality for an enormous range of aircraft but, most significantly, they can all be downloaded free! It is from this site that I was able to download and save a three-view of the Mudry Cap 21 in jpeg format. I suggest that you also look at: <http://www.aeroflight.co.uk/guide/drawings.htm> where you will find links to a number of alternative sites, including Nexus which is able to supply copies of the high quality drawings originally published in Aeromodeller in its Aircraft Described series.

In the case of the Cap21 however, the next step was to print out a preliminary copy of my downloaded three view, to enable a more detailed assessment of the design to be made. So, armed with a selection of photographs, my original magazine article, a basic three-view, a scale and a calculator, I was now in a position to confirm the practicality of the proposed model, and determine at what scale it should be built. In moving towards that critical decision, the following points were significant:

Unusually, for a relatively modern high performance aerobatic aircraft, the Cap21 is constructed of wood rather than metal or glass fibre. This is fortuitous in that it means the full size airframe will be relatively easy to replicate in a conventional balsa and ply model. Significantly, there are no rivets or

panel lines to worry about, and covering the model in heat shrink film will accurately replicate the finish on the full size aircraft.

? From the three-view it appears to me that the relative dimensions of the full size aircraft will translate easily into a scale model, without any variation from scale being necessary to the flying or control surfaces. Specifically the horizontal and vertical tail surfaces have adequate area; the relatively long nose and tail moments will aid longitudinal stability; and the model could be built, either with ailerons and flaps as on the full size aircraft, or with enlarged non-scale strip ailerons that incorporate both aileron and flap areas, as used on some previous models of the aircraft. The only problematic area appears to be in regard to the airfoil section used. Apparently the full size section has previously been tried on various aerobatic models, by a number of experienced scale modellers, and found to be less than effective at model scales. I do not intend to try to prove them wrong!

It is significant that the wings are not so sharply tapered as to present a serious problem with tip stalling at low speed, and I intend to guard against this by building in washout, even though this may detract slightly from the model's inverted performance. Given my limited flying skills it is certainly my intention that the completed model should be somewhat easier to fly the right way up, rather than upside down!

A major consideration is that the cowling is obviously large enough to accommodate a fully cowled IC engine of appropriate size, and it is apparent that scale exhaust outlets could potentially be reproduced in the model by using a transverse enclosed custom muffler similar to those constructed for my Pottier and Turbulent models. It is also worthy of note that the cowling is also potentially large enough to accommodate the receiver battery, if necessary to balance the aircraft; a much more efficient solution than adding lead weight to the nose!

Significantly, given the grass strip at Kelly Field, the full size Cap 21 that I intend to replicate, was obviously flown in competition without wheel spats; and the undercarriage itself poses no particular difficulty other than requiring that it be attached to the wing, rather than the fuselage, if a messy wing cut out is to be avoided.

Helicopters.

As you are aware we do not allow helicopters at Kelly Field, however for those members who wish to fly them arrangements have been made for HMAAC members to fly with HOBART ROTOR SPORT.

If you contact their Secretary/Treasurer Mr Roger Bennett on 62494580 he will be pleased to meet you at their field. With respect to our MAAA insurance we are still covered. In the long term you should be able to become an associate member of their club for a fee of \$25.00 per year.

Toilets.

It is rather frustrating when continual complaints regarding members urinating in or around the compound are made. We have perfectly good toilets and there is no valid excuse for persons not using the same.

This matter has been aired in previous newsletters but the practice continues even though there may be ladies at the field.

Member Profile.-Garth Wilmot.

Your first aircraft encounter— full size or model—can you remember?

A. I used to build solid balsa models during the war years.

How long have you been a modeller?

A. Apart from the above for 62 years.

Your first model aircraft—details please.

A. I bought an ED Mk III powered control-line model from the late Lawrie Baxter.



Your first full time employment?

A. In 1947 I started work as a Junior clerk with the Tasmanian Treasury.

Your present employment (or last if retired)?

A. For the last 23 years of my working life I was manager/chief executive of Island State Credit Union.

How long have you been involved in aeromodelling administration?

A. I was secretary of the original HMAA in 1950 and treasurer of the TMAA in 1958/9 and a member of the nationals organising committee.

Name three categories in which you are currently interested.

A. Due to my advanced age I am solely flying electric these days including sport aerobatics ,electric glider and old timer.

Have you been involved in other hobbies such as Boats, Trains etc.?

A. I was involved in the construction of the first slot-car track in Tasmania and think I had the first R/C model racing yacht in the state. I was a foundation member of the Risdon Model Yacht Club. I competed in model yachting in a national championship and was president of the then AMYA in 1981.

Most admired person in model aviation?

A. Undoubtedly the late Leo O'Reilly whose foresight and efforts in promoting the hobby are unparalleled. He was a great friend and mentor.

Do you have confidence that aeromodelling will survive the iPod age?

A. *The advent of the ARF will probably ensure the survival and possibly growth of the hobby. Unfortunately the younger generation seem to lack manual skills.*

Do you have a current project on the building board?

A. *A small electric pylon model called Little Bogie from a Mountain Models kit.*

Favourite full size aircraft?

A. *I don't really have a favourite.*

Favourite model engine?

A. *Saito .90 four stroke.*

Favourite memory of model building or flying?

A. *Our state championships when a number of top mainland and international flyers attended. Results of state championships were counted toward selection in National teams so we attracted some of the best aerobatic pilots in the land,*

Favourite place in Tasmania (other than Kelly Field)?

A. *Probably South Arm where we lived on the waterfront for about 14 years.*



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Photos clockwise from top right. Peter Ederle's Invader, Michael Van Niekerk's Cessna 172, Joseph Ortuso with his new electric powered Black Horse Angel, Michael Van Niekerk's scratch built Chipmunk, an idle group at the field & Simon Rolfe with Jim Dicker's refurbished Pilatus Porter. The Porter was originally built by the late Wally Guest and finished in camouflage colours.