



Torque Back.

Volume 11 Issue 9

March/April 2011.

Hobart Model
Aero Club inc.
PO Box 1117
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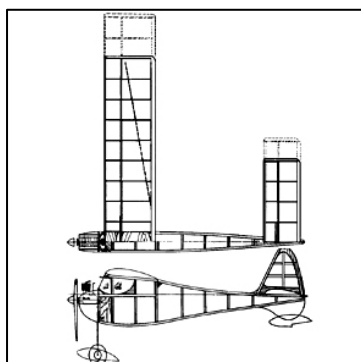
President's Report.

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Arrangements have been made to have T.M.A.A. President Dean Williams to attend the Kelly Field clubhouse at 10.00 a.m. On Sunday 10th April for the purpose of addressing members and answering questions regarding the proposed state flying field. This is quite an issue as such action could have a dramatic effect on T.M.A.A. subscriptions, and members should make a special effort to attend. This meeting will be held regardless of weather conditions on the day.

Correspondence in regard to this matter is tabled on pages 3 & 4 of this newsletter.



We are on the web. hobartmodelaeroclub.org.au

Secretary Tony Sheppard at
the electric fly-in.

Around the hangar.

I don't think I can recall a period of worse flying weather than that which we have experienced for the past six months. I am glad that I am able to fly mid-week and select the best of the weather.

I believe that Peter Hubbard has achieved the almost impossible and managed to prang my old Barnstormer 72 which has seemingly been around for ever. It started life with the first OS 60 FS which battled to get much more than 50 feet altitude and has had many different four stroke motors in the following years. Even Nils Powell couldn't destroy it!

Peter Ralph seems to be having a really good time touring in China with partner Amy. From his photos it would appear to be fairly cold in the northern area where he has spent some time. That is some big loco behind him!

disheartened after crashing his Sea Fury, but he is now back in action.

Bob Morrison is really enjoying his Parkzone Radian II electric sailplane. He is very pleased with it's performance and would certainly recommend it to other members.

Nils Powell is acting as chief flying instructor during Peter Ralph's absence overseas. He is coping but looking forward to Peter's return.

Michael Van Niekerk is a regular flier at the field now that he has managed to retire from work. He used to spend a lot of time overseas and therefore found it difficult to find much time for building or flying.

Rick and Gaynor Stillman have now settled at St. Marys and we will miss them at Kelly Field. It is some distance to the nearest club flying field so I reckon that

there won't be much flying on the agenda in the near future. We wish them well in their new abode.

I hear that Michael Van Niekerk has a new Tomboy just waiting for an engine. The "Tomboy" competition is rapidly growing in popularity, probably due to it's simplicity.

I can't help noticing the diversity of the pegs on the 2.4 GHz board. Surely it is not too difficult to make up a decent peg. "Shame"



It's pleasing to see Ray Maunder back at the field after a short layoff. He was really



Hobart Model Aero Club Inc.
PO Box 1117
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17th February, 2011.

Dean Williams,
39 Lincoln Street,
Lindisfarne, Tasmania, 7015.

Dear Dean,

On the 21st of December the Committee of the Hobart Model Aero Club sent a survey to all members asking if they were, or were not, in favour of a State Flying Field. And, if they were in favour of a State Flying Field, are they in favour of the fees levied by the TMAA to establish and support such a field.

Of the members surveyed 51 responded. Of those 51 responses, 3 were in favour of a State Flying Field and 48 were not in favour of a State Flying Field.

All of our members had the opportunity to read the article that appeared in our newsletter published last November and all members were emailed or mailed a copy of your response to that article.

At our last committee meeting held on the 12th February, the response to the survey was a point of discussion. The committee decided to extend an invitation to you, as president of the TMAA, to address the members on the topic of a State Field.

On behalf of the Committee I should like to invite you to attend Kelly Field on Sunday 3rd April at 10.00am to explain to the members, the benefits of a State Field and the fee structure required to establish and support such a field.

Yours Faithfully,

Tony Sheppard
Secretary HMAAC.

39 Lincoln St
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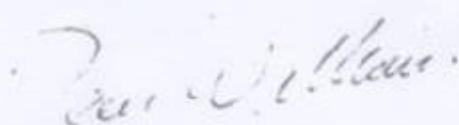
2nd March 2011

The Secretary
Hobart Model Aero Club Inc.
PO Box 1117
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Dear Tony,

I thank the Committee of the Hobart Model Aero Club for the invitation to come and talk to the club members about a proposal for a State Flying Field, I am looking forward to the opportunity. Unfortunately, due to family reasons, I am unable to attend Kelly Field on the 3rd of April. However, I am available on Sunday the 27th of March and Sunday the 10th of April. If either of these dates suits your members, please let me know.

Regards,



Dean Williams
President,
Tasmanian Model Aeronautical Association Inc.

Garth's specials.

Spektrum DX7—complete unit—bargain price, one only	\$400
Hitec Laser 4—complete radio c/w batteries & charger	\$100
Magnum .46—two only at bargain price	\$95 ea
Phoenix Boomerang 60—the most popular trainer	\$150
Phoenix P39 Aircobra—Fine scale model	\$170
Seagull PT19—easy flying scale model	\$150
Field box kits—easy to assemble	\$30
Right Flyer 40T MkII—great trainer	\$100
Spektrum Tx 2.4 GHz module & Rx—make an offer	

Garth Wilmot Phone 62431790 .

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Electric Fly-in 5th March 2011.

The State Electric Fly-in was held at Kelly Field on Saturday 5th March. Unfortunately, while the weather was ideal, attendance was somewhat disappointing. Apparently poor scheduling and a lack of publicity resulted in only one participant from another club.

Greg and Alice Robertson made the trip down from Launceston and Greg's models certainly created a good deal of interest. Most of the regular club electric fliers were present and generally quite content to just fly without any form of organisation or competition.

I have my own theories as to why the event was scheduled for Saturday only, bearing in mind that last year's very successful fly-in was held over a long weekend. As a result we had a much larger turn out with several members of other clubs and three mainland entrants. Perhaps common sense may prevail if we are fortunate enough to be allocated the event next year.

Thanks are due to Roy Baker who volunteered to prepare the barbecue lunch and certainly did an excellent job.

Letters to the editor.

I have read Nil's recent warning to Club members concerning the potential problem with 2.4 Ghz equipment and, in my case at least, the message prompted an immediate check of all of my current models, electric and IC powered, to ensure that they were in fact all correctly set up. At the same time I very carefully re-read that particular part of my Spectrum DX7 operational manual which relates to the system setup procedure; the operation of the Spectrum's Smart Safe system, and the procedure to be adopted in its operation.

In Nil's recent circular, he suggested that most 2.4 GHz frequency equipment has a failsafe system built in; this providing the ability to programme the receiver so the aircraft controls go to a predetermined position should communication between the TX and Rx be interrupted.

In fact, in the case of the Spectrum DX7 system, you have no option to decide whether or not to implement the Smart Safe system. As clearly explained on page 18 of the manual, the fail-safe positions are stored automatically, via the stick and switch positions on the transmitter, during binding! So if you inadvertently re-bind a model with the throttle stick at full power, that becomes the fail-safe position whether intended or not!

In these circumstances, the final point made on this subject on page 19 of the Spectrum manual is certainly the most important. That is that, after you have set up and adjusted your model, it's vitally important that you rebind the radio system so that the final corrected low throttle and neutral control surface positions are established as the fail- safe settings.

Given the above, only now some 4 years after initially buying my Spectrum system, have I personally come to understand how very easy it would be to create the circumstances where the fail-safe throttle setting comes to be reversed.

Imagine - you have a brand new model, all ready to go with your new radio system installed and connected, but not adjusted or bound to the transmitter. You follow the recommended Spectrum procedure and ensure that low throttle is selected during the initial binding process. You do your range check and after wagging the sticks etc realize that the servo connections to the throttle are reversed. No problem of course with the Spectrum system; just enter Function Mode and reverse the throttle servo direction, and it's all systems go. Or is it?

The question is of course, did you also remember to re-bind the system? If not you have an accident waiting to happen! I know that at one point during the past four years, I did exactly as I have outlined above. I was perhaps saved from a very nasty accident simply because the model concerned was IC powered, not electric; and fortunately my Spectrum radio system has performed almost faultlessly throughout that period.

Lesson well and truly learned!

Chris Rowe

I have suffered an accident with an electric powered model in similar circumstances and the problem was, that in following the procedure to rebind after final set up, I did not disconnect and reconnect the battery, which was certainly not the brightest thing to do. There is no fool like an old fool! As a result the receiver went into failsafe on high throttle after I had previously reversed the said throttle direction. I believe the last accident at the field was caused by turning the transmitter off with the receiver still active. This is a no-no at any time regardless! Never-the less the model was programmed without final binding in the correct fail safe positions.

As said before, a lesson well learned!

Garth Wilmot.



Extra 300 – Greg Robertson

Data: E-flite Extra 300 – Span 1330 mm

Power: E-flite 32 – 4S 4000 with 13 x 3.5 prop

The 3D aerobatic capable model was also an outstanding performer. Power to burn, Greg gave the Extra the “full treatment” with a powerful, smooth display. An easily recognisable model the Extra gives a realistic aerobatic performance that mirrors the full size aircraft. Another example of the latest state of the art electric package that gives a performance only dreamed of a few short years ago.

Toledo Special – Garth Wilmot

Data: Hanger 9 Toledo Special – Span 1760 mm

Power: E-flite 46 – 4S 3700 with 14 x 7 prop

The brand new cream & white semi scale model was given its maiden flight by Greg Robertson. After the initial shake down circuits Greg showed what the model was capable of with a smooth aerobatic display including inverted. Very nicely built by Garth the 1940's style model with wheel spats looked absolutely superb in the air and all agreed it was one of the most appealing models seen for some time.



A line-up of models in the pits.



A variety of models belonging to Peter Lambert & Ian Searle.



Toledo Special.

Photos and details were supplied by Bill Deal.

*Hobart Model Aero
Club inc.*

*PO Box 1117
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7018*

Michael Rutledge's collection.



Bob Morrison's models.

Philip Harrington with his diverse fleet.



Wind S – Greg Robertson

Data: Sebart Wind S 50 E –
Span 1580 mm – length 1660

Power: Hacker A50 – 6S
5000 with 16 x 10 prop

State of the art pattern model the Wind S expertly flown by Greg shows just how far the modern electric powered model has come. With the equivalent power of a 90 ic motor the Wind S showed incredible vertical capability with knife edge performance particularly impressive. Very well engineered the model is surprisingly light for its size and the finish is the usual attention to detail that we have come to expect from Greg. The only modification is a new canopy that replaces the original that is "resting" somewhere in the long grass at the Symmons field!