



Torque Back.

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Hobart Model
Aero Club inc.
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2011 Annual General Meeting.

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The 2011 Annual General Meeting will be held at Kelly Field at 10.00 a.m. on Sunday 5th June 2011 to be followed by a General Meeting on completion.

There will be an election of executive and committee, and nomination forms may be found on page 8 of this publication. Positions to be filled are as follows:

President

Vice-president

Secretary

Treasurer

Committee (3 positions)

It is essential that these positions be filled to ensure the continuance of the smooth running of the club.

There are other non-committee positions that should be filled including newsletter editor, event organiser, canteen, and groundsman.

It would be a nice change to see a spirited election with a good surplus of nominees. Nominations from the floor of the meeting will only be accepted in the event of insufficient nominations being received in accordance with the club constitution.

The agenda for these meetings is set out on page 4.

We are on the web. hobartmodelaeroclub.org.au

MAYDAY - "TOMBOYS"

RC ASSIST DURATION EVENT



BBQ Lunch Available

2 Classes - Electric & IC

Join in the fun!

Where: HMAC - Kelly Field - Richmond

When: Sunday 22nd May 2011

Time: Tomboy Comp: 11.00 am start

? **Event Coordinator: William Deal**

? **Members of other clubs are very welcome**

THE EVENT IS CASUAL AND RULES ARE RELAXED, THE AIM IS TO HAVE SOME FUN.

FOR INSTRUCTIONS ON HOW TO GET TO KELLY FIELD AND MORE DETAILS OF "TOMBOYS" PLEASE GO TO OUR WEBSITE:

<http://www.hobartmodelaeroclub.org.au/>

(all flyers are required to have FAI sporting licence)

Editorial.

I am hopeful that this may be my last newsletter as I am finding it rather difficult to produce a quality publication these days.

Perhaps I have been doing it too long!

I am thankful to Peter Ralph, Chris Rowe, Bill Deal, Nils Powell, Mike Hawkins, Jim Dicker, and lately Bob Morrison for their contributions.

I would also like to thank Erwin Boot who proof reads the newsletter before distribution. Erwin also prints the few hard copies for members without email facilities.

I apologise if I have missed anyone in issuing thanks.

For various reasons I have not been down to the field as often as in times past and have to rely on others to fill me in on some of the activities. I can't say that I have received a great deal of co-operation in this respect.

I have been producing this newsletter for more years than I care to remember and certainly think that it is time for somebody else to take over.

I do recall taking on the job again in the late eighties without reference to the executive after seeing an atrocious and embarrassing effort by a member unfortunately now deceased.

It seems that in recent years it has been assumed that I would assume the position of editor and publish the newsletter without being appointed at the General Meeting following the AGM and it is some con-

siderable time since I was actually officially appointed.

Around the hangar.

I was very impressed with the magnificent finish on Michael Van Niekerk's DC3—it wouldn't win a scale contest because the paintwork was far too good. It flies very well indeed and Michael is looking forward to getting the retracts working when he gets a replacement air tank.

Peter Ralph has returned from his three month holiday in China and was very quick to return to the field. Nils Powell assumed the role of training organisation in his absence. Peter advised that it was very cold when he was in the northern part of China, with temperatures as low as -20 degrees.

I noticed young Bradley Nus doing some pretty impressive flying with his new Wild Wing. It seems that Chris Rowe has taken him under his wing, which is quite commendable. I can recall that in years gone by we had an "apprenticeship" system where senior members assisted juniors in this fashion. Well done Chris!

For Sale.

MULTIPLEX COCKPIT RADIO

7 Channels

36 MHz synthesized system

12 model memories

complete with Rx and charger

\$250.00 ONO

Stuart Smith Phone 62477423

Hobart Model Aero Club Inc. 2010/2011 AGM.

Agenda

Members present.

Confirmation of Minutes of 2009/2010 AGM

President's Report

Treasurer's Report

Election of Office Bearers and Committee Members

Election/Confirmation of Auditor

Ratification of the 2011/2012 subscriptions

Hobart Model Aero Club Inc. 2010/2011 general meeting.

Agenda

Members present.

Confirmation of Minutes of 2009/2010 SGM

General Business

(a) Dates for Electric Fly-in and Tomboy events

Tomboy

Electric Fly-in.

(b) The continued maintenance and upkeep of club property and grounds

(c) Helicopters, Electric only on 2.4GHz

(d). Alternative affiliation to MAAA

36 MHz keys.

With the number of members now using 2.4 GHz there must be quite a few frequency keys no longer required. Any members with spare keys are requested to leave the surplus at the clubrooms to save the club having to purchase new keys.



Control Line Gathering G2 - April 16th 2011

William Deal

The second "Gathering" was again held at the Mangalore property of Elaine & Tony Gray. This time Tony prepared two circles, one for the Sabre trainer types and one for the larger models. With very heavy rainfall earlier in the week consideration was given to cancelling the event, however the rain eased and by Saturday we were treated to an absolutely perfect autumn day, dry circles and a paddock full of models - just like a magic wand had been waved.

Many new models were debuted on the day with total model numbers in the high twenties. Some of the new models included;

- ? Peter Allen's 52" Sukhoi stunt model with Brodak 40
- ? Greg Robertson built 45" Top Flite Tutor stunt model with OS 29
- ? Owen Cameron's 54" Aero Flyte Thunderstreak with Super Tigre 34
- ? Geoff Leverton's 52" foam wing own design stunter with OS 35
- ? Dave Christian's 48" own design stunter with Fox 35
- ? Tony Gray's Combat Streak with Glo Chief 29
- ? John Moody's Keil Kraft Spectre with OS 20

We had 6 Peacemakers powered by a range of motors;

Taipan 2.5 diesel, Taipan 2.5 glow, OS 15 glow, AM 25 diesel
and Peter Allen's two Para diesel powered models.

The "Sabre Trainer" circle was buzzing all day with old and new control line flyers.

Terry Pearson turned back the clock with his bright green Peacemaker. Unlike Greg Robertson, Kevin Hay and I who all fell to the ground after our flights, Terry managed to stay on his feet. Jason George flew his new Merv Cameron built Peacemaker and he handled it like a veteran. Few would have believed he had previously only had a couple of flights on the Sabre trainer – obviously Owen Cameron's "just go fly" training program is still working. Launceston MAC President and top gun RC pilot Kevin Hay flew a control line model for the first time and did a great job with the speedy OS 10 powered Sabre trainer model recently acquired from Owen. Hobart MAC President Mike Hawkins who is a keen control line modeller attempted to take off with the handle upside down on his first flight, fortunately no damage, saved by the trike undercarriage – sorry Mike had to mention it! It was Tony's handle so it would have been difficult to tell. Several new "round & round" participants had a first fly with Tony's old "fence plank" trainer.

Yes, spares are plentiful for that model.

After lunch Tony and Kevin attached some streamers to their trainer models and proceeded to have some friendly combat. It ended up half team race half combat, not sure who won but the spectators certainly enjoyed it! By the end of the day Kevin was right in the groove and ready for some serious combat!

The large circle had the 30/40 size models circulating all day with Peter, Dave, Geoff & co. entertaining us with smooth aerobatics. Owen Cameron's new Aero Flyte Thunderstreak looked superb in white with contrasting orange trim and hand cut black decals. Owen's maiden flight was very steady and the Super Tigre 34 was right on song from the word go. Peter Allen's very nicely built Sukhoi was particularly impressive with the Brodak 40 motor tuned for the classic 4/2/4 stroke operation.

The Top Flite Tutor kit (over 20 years old) and recently built by Greg Robertson was flown very competently by Tony Gray. Greg's usual workmanship was evident and the model looked very smart sporting the original Top Flite colour scheme.

Nostalgia ruled with three vintage models on display. Peter Wisby's much used and repaired Zero dated from 1970 and it was used as a control line trainer. My Aero Flyte Thunderstreak was built in 1960 and although rather tatty it has survived the years. It was remarkable to have two model Thunderstreaks at the meeting, each built over 50 years apart. The oldest model was Chris Cooper's Palmer Thunderbird which he flew in the State Championships in 1958/59. I was at that event and still remember that wretched dog jumping through a wing of that same model to end the day for Chris. It was really good to see Chris and the Thunderbird again after all these years.

To commemorate the day John Moody decorated a coffee mug adorned with "Gathering 2 - Best Model Award" and kindly donated it for the event. Owen Cameron was the winner for his very attractive Aero Flyte Thunderstreak

John again provided participants with "Gathering 2" decals.

Thanks very much John and congratulations Owen.

A magnificent BBQ lunch was very much appreciated and sincere thanks to Elaine, Scott, Andrea, Alice & Robyn for contributing to such an enjoyable day.

Greg Robertson, Doug Colbeck, Mike Rutledge and Mike Hawkins also had "Tomboy" models at the ready. The conditions were perfect for the little radio assist models and even the local wedge tailed eagle was happy to share the thermals on the day.

Special thanks to Elaine & Tony Gray who again hosted the day and made us all so welcome. Terrific job with the flying fields Tony, however I think we may require 3 circles next time!

A fantastic day and one we will remember for a long time.

Around the hangar.

I had a phone call from Milan Sitar who advised that he was a world ranked indoor flier. He is anxious to impart his knowledge to anyone over the age of 18 years who is interested. He has quite a bit of free material available to a prospective pupil. I have doubts that he will find a taker, but I have passed the message on. Ph 62614798.



One of our resident wedge tails.



LMAC president Kevin Hay.



Greg England's Sabre in action.

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

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

Hobart Model Aero Club Inc.

I hereby nominate.....for the position of.....for 2011/2012

Signed.....Seconded by.....

Signed.....Date.....

I agree to accept nomination for the abovementioned position.....Date.....

To be returned to the Secretary by 26th May 2011

Hobart Model Aero Club Inc.

I hereby nominate.....for the position of.....for 2011/2012

Signed.....Seconded by.....

Signed.....Date.....

I agree to accept nomination for the abovementioned position.....Date.....

To be returned to the Secretary by 26th May 2011

Hobart Model Aero Club Inc.

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Signed.....Seconded by.....

Signed.....Date.....

I agree to accept nomination for the abovementioned position.....Date.....

To be returned to the Secretary by 26th May 2011

Member Profile - Tony Gray



? **Your first aircraft encounter - Full Size or Model - can you recall?**

Yes, very clearly – I was 5 years old when my Dad & I went to St Helen's Aerodrome where a DH Tiger Moth was offering joy rides. My Dad asked

“how much” pilot replied “ five bob” unfortunately it was too much and we did not go.

? **How long have you been an aero modeller**

Over 55 years – I was ten years old at Glenorchy primary school and I remember being in a class room making a tea tray when I noticed another boy outside flying a control line model during an activities class. I thought I would like to have a go at model aircraft. The boy was Chris Cooper and we later flew control line models at the City Hall hobbies exhibition.

? **Your first model aircraft - details please**

A rubber powered jet like model – it would become airborne and roll over (no dihedral – failed to read instructions) I later built a basic high wing rubber model and it flew OK

? **Your first full time Employment**

Apprentice Motor Mechanic with my Dad

? **Your present Employment (or last if now retired)**

Recently retired after operating my own Automotive Business for 38 years

? **Name model categories in which you are currently interested**

Sports / Pattern RC Aircraft, Tomboy / Old Timer, Control Line and Electric Wings.

? **Have you been involved in other Hobbies i.e. Boats, Trains etc**

Yes, model speed boats - successful at the Australian Nationals at Katoomba in 1983 winning the perpetual trophy for overall categories (won by one point)

Ultra light aviation – I fly a Skyfox

Veteran Car Club – with Jowett Javelin & 34 Ford V8

? **Most admired person in aviation**

Bob Hoover - fortunate to see him flying the Twin Aero Commander at Skyrace Tasmania.

? **Most admired person in model aviation**

Greg Robertson of LMAC – admire his outstanding building skills, his achievements in the hobby and his capacity to build many models each with consistent excellence.

? **Do you have confidence aero modelling will survive the ipod age?**

Yes, with the advent of ARF models, electric power, flight simulators together with club instructors & training aircraft we can only go forward.

? **Do you have a current project on the building board**

Just finished a control line model and currently building a RCM Pegasus sport pattern model which is a replica of the model I built in 1975 powered with HP61. The new model will be powered by a YS 45 that was last used in my sport pylon model 20 years ago.

? **Favourite full size aircraft**

DH Tiger Moth for its simplicity and the Concorde for its technology

? **Favourite model engine**

A hard choice so I will name three

1 - MPJet 0.6cc diesel for the fun they generate with small models

2 - YS 4 stroke engines – they can be finicky but they have the power

3 – My homemade diesels that power my old timer models

? **Best memory of model building or flying**

Building & flying a 3 metre model based on Druine Turbulent. It was powered by a 33cc McCulloch motor salvaged from a broken chainsaw.

I made a carby and ran it on methanol. Geoff Leverton carved an 18” propeller for me. The model flew very well and I still have it.

Visiting the World Championships at Wangaratta in 1991 – Pattern, Pylon & Helicopter – attended with Peter Allen & Gavin Hallam.

? **Favourite place in Tasmania (other than Kelly Field).**

Scenic view from the air – Bathurst Harbour– South West Tasmania

From the chief flying instructor.

As most of you know I have recently returned after a three month stay in China. It is a very interesting place. I did not see any signs of fixed wing model aircraft activity, though a large range of small to medium electric model helicopters were readily available, and I did see one being flown.

All the model manufacturing seems to be in the south east area of China; well away from Fushun where I lived. Check a map or Google Fushun and you will find it is a modern city in Liaoning province, which is located in north east China. Liaoning has the top of North Korea on its south eastern border, and Inner Mongolia on its north west border, so it is a long way north. (Very cold in winter....like -10 to -20 degrees C.).

Kite flying is an every day pastime...and seems they have the same problems as model aircraft. If there is a tree around a kite will end up in it.

Nils Powell, with able assistance from Greg Hall and Martin Richardson, looked after training at Kelly Field for the time I was away. Obviously they have done things correctly because Nick Brumby, who had only had a few flights at the time I departed, was almost at the Bronze Wings stage three months later. Bill Gregory has a new (rebuilt) trainer, and when Martin Richardson and I sorted it out a few days ago, he flew that very well. I also heard that.....and apologies here, because I cannot remember his name, but he has that nice scratch built Lysander, is flying well.

Several people, (with training, plus some gentle encouragement from Nils I suspect), have expressed an interest in sitting the instructor's examination. I have requested the documentation needed. So if all goes well, the club should soon have five or six well trained and able instructors.

While it is not essential for the training program, it would be nice to have a mode 2 instructor qualified for the odd person who insists they want to fly that mode. Remember that help is available for any one who would like to reach instructor standard.

Thanks must go to Ian Searle who donated a nice motor for the club trainer. Apparently the club trainer is a little the worse for wear and the flying characteristics not very pleasant. Some thing to be looked at in the future.

Kelly Field should be proud of our training system, developed and improved over many years. We can now train students, of any age, to Bronze Wings standard, usually in three to six months, which is certainly a great achievement, especially with the "mature age" student becoming the norm rather than a rarity. In my opinion, these students fly a lot better and more safely than some of the self taught members who have been in the hobby for thirty or more years. Proof of the pudding is in the eating.



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Michael Van
Niekerk's DC3.

