



The News Letter of the Hobart Model Aero Club Inc.

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News letter Editor

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From the editor

Well another 2 months have gone past with a lot of good stuff happening at KF. First I would like to thank Stuart for all the hard stuff he does in getting this newsletter out. He is behind the scenes and not noticed but without him this publication would not happen.

We had a few members travel up to Panshanger for their scale fly in on the 13th and had a great time. We were made very welcome and managed to come away with 2 of the 5 prizes up for grabs. more on that the next issue.



Got some news that may astound some. One of our prominent electric flyers has seen the light and is coming away from the dark side. He is scratch building a Storch, powered by a SAITO glow engine, thank you Lord!! You can see by the photo that the model is going to be of high standard. Name and information will be revealed next edition.

Bill Jennings

Michael Van Niekerk's new model, up to his normal standard.

The model is a House of Balsa 1/3 scale Piper Super Cub . Construction is of balsa, ply, bass wood and aluminium. The model has a wing span of 144" and weighs 12 kg. Battery power is 3 2300mha 6v

Nimh. Two of which supply power to the RX and servos via power distribution board and the remaining supply's power for the engine ignition. The engine is a DLE 55 swinging a 22/10 propeller



A prop strikes again

The other day at K/F two of us were working on a model close to the entrance to the runway. A gentleman carrying his E model and transmitter stopped to watch. I'm not exactly sure how it happened but the motor suddenly went to high power and the prop made about 4 cuts along his inner arm towards the wrist. Some blood but no serious damage.

It does not require too much imagination to see that another 5mm closer and with all the veins and arteries in the wrist area we could have been faced with a serious incident. It does not stop there though. Aware that the model was behaving in a most unfriendly way it was promptly dropped landing upright between us still with power on. Fortunately the wooden prop broke in the fall which brought any runaway tendencies to a halt.

Please guys - be careful - too many incidents and accidents of this type and the paper shufflers in sundry Govt. departments are going to get inspired and reach for the keyboard to help us in our operations with reams of high quality reading.

What's the solution?

You can arrange a battery isolation system until you are ready to fly, but remember, there is a difficulty in that the current drawn by most motors when talking larger models can be quite high. Switches capable of handling 40+A are both heavy and large so some way of breaking one of the main leads between the ESC and battery has to be devised. This approach is good but still vulnerable to mistakes. In models isolation is often achieved by using one of the common battery / ESC plugs, the female being mounted in the fuselage with one end of the cut cable on each pin and the male plug short circuited and pushed into the socket to arm the system. I've not done this but Ian and Peter have and a word with them may help avoiding any problems.

One thing I do know - Blood rusts most ferrous metals something awful

Nils

New Weather web site

Most will know by now but just in case - there is a new Met Bureau site that gives detailed forecasts for specific localities for 7 days in advance called Meteye. To locate - google "meteye" or enter the

BOM site and follow the links. A couple of us have been tracking their forecasts for about a month and the accuracy is surprising with only one day where the forecast was somewhat worse than the actual weather on the day. It is amended as needed so changes are made as the situation becomes clearer, still, by far the best weather forecast I've seen. Campania (Kelly Field) is postcode 7026.

The results of our fund raising at the Tasmanian Scale Championships

Thanks to Harvey Norman who donated an electric kettle that was raffled over the weekend. The raffle was conducted by Frank Bonham (Bill's neighbour) who is another Vietnam Vet, ex SAS who has had trips back to Vietnam and is on a bit of a guilt trip. He goes into the back blocks of the central highlands where most people are extremely poor.(I served a lot of my time in country around Da Nang). He found a school there that was in need of a lot of help. Came back and together we raised some funds built them a toilet block. The French Government built the school a IT building which was standing empty for some time. So with our clubs help we raised the \$400 odd and brought them some PC's.

Thư cảm ơn

Ngày 22 tháng 12 năm 2013

Kính gửi Quý Ông: Felix Bainbridge, Patrick Rutledge, Michael van Niekirk, Gary Spratling, Chris Venn, Stuart Smith, Michael Rutledge, Bill Jennings, Michael Blackwell and Peter Ederle.

Ngày 27/11/2013 vừa qua, trường Tiểu học số 1 Triệu Độ, huyện Triệu Phong, tỉnh Quảng Trị đã nhận được món quà tài trợ từ Ông Frank và những người bạn của Ông Frank. Món quà gồm 425 AUD mà quý vị hỗ trợ chúng tôi đã nhận đủ. Và cũng từ số tiền này, chúng tôi đã mua một bộ máy vi tính phục vụ cho việc dạy học cho học sinh.

Thay mặt Lãnh đạo trường Tiểu học số 1 Triệu Độ, chúng tôi trân trọng gửi lời cảm ơn chân thành về sự quan tâm hỗ trợ của Quý vị. Rất mong thường xuyên nhận được sự quan tâm giúp đỡ từ Quý vị.

Nhân dịp này, kính chúc quý vị cùng gia đình hưởng một mùa Noel an lành. Chúc các bạn sức khỏe, hạnh phúc và thành đạt trong năm mới 2014.

HIỆU TRƯỞNG



NGUYỄN HỮU SỸ

THANK YOU LETTER

Date: December 22, 2013

Dear Mr/Mrs: **Felix Banidbridge, Patrick Rutledge, Micheal Van Niekert, Gary Spratling, Chris Venn, Stuart Smith, Micheal Rutledge, Bill Jennings, Micheal Blackwell, and Peter Ederle**

On the November 11, our school (No 1 Trieu Do, Trieu Phong, Quang Tri) received a very kind hearted donation of \$425 USD from Mr Bonham which were contributed by his friends. We have used this fund to purchase a set of computer to serve the teaching and learning of our students and teachers.

On behalf of the Management Board, we would like to send our deepest thank you to your supports and donations. We hope to continue receiving your care and supports in the future.

On the occasion of coming X-mas, we wish you and your family a happy and peaceful X-mas. And the New Year 2014 will bring you and your family with health, happiness and wealth.

Signed by NGUYỄN HỮU SỸ

SCHOOL PRINCIPLE

Some comments offered on the Ops Manual from around the lunch table.

It is understood that a member wrote to the clubs secretary recently following a couple of additions to our ops manual which were circulated to members, one of which was the requirement to use the 2.4GHz keyboard.

This is an issue that needs visiting. It's probably premature to claim we should not use a keyboard but making it mandatory begs the question of why? If a sensible reason cannot be argued then it should be removed from the manual.

A recent check shows that it is very poorly used, the only keys on the board during two fairly active days recently were those left by a couple of members from a long past weekend. one key was added during the days flying, so it is fair to say the rule is by and large ignored or at best treated casually.

On sundry MHz frequency ranges keys were vital to avoid clashes, but 2.4GHz operates on an entirely different protocol, and where frequency clashes are no longer an issue. Thus the fundamental reason frequency boards were used no longer exists for 2.4GHz operations.

There may well be other reasons to keep the board active, but there is a potential downside in that to keep it as a rule when it is not adhered to or considered of no value could cause problems relating to insurance when members in ignoring the rule place themselves outside our own manual. There appears to be no requirement for keyboard use in the MAAA ops Manual and our requirement needs to be clarified if use of the board is to remain mandatory.

The lunch table

Nils discovers a new trick to flying

Peter Hubbard kindly offered me the use of his Bungee launch system so full of optimistic promise to KF I proceed.

I don't know about others but take-off for me are somewhat ecclesiastical affairs The model sits quiescent in the middle of the runway awaiting my every command even unto death (not an unknown event). Try the sticks and - low and behold - a suitable response from the model. Open the throttle and it rolls forward. The world is in its orbit, the gods appear to smile and away we go pilot and model united in a common cause.



What do I do next?

Now this bungee launch system is something else again. Sure you start with the model sitting quietly, just like before, but then the situation changes in strange and dramatic ways. Following its own Einsteinian logic the model is instantly somewhere else. Not only that but judging from the comments

of a band of helpful friends right there behind me, I'm urged to do something. It's quickly apparent that standing there mouth open, wondering where my model went will not meet this requirement. Chris, Peter, Joseph and sundry others, suggest in graphic detail, when I'm ready some power would be a good idea. It's hard to argue with this as a basic principal so I whack the throttle open and fortunately I can then follow the noise trail to find the model at the end of it, exercising its new found independence by heading to places no self respecting model should ever venture Gradually the situation returns to normal as I wrestle with fate. Peter arrives asking what I think of Bungee launches - I'm far too polite and gracious to tell him the truth. I wonder if I could build a model submarine where my efforts would go unobserved.



Model on launch pad. After inspection the committee agrees all is ready



Where's my model gone?



Oh! look there it is

Must admit though, once you get the hang of it really is a good way to launch a model.

Nils