



## **The News Letter of the Hobart Model Aero Club Inc. July 2014**

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**News letter Editor**

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### **A message from the President**

Good Day to all,

Committee are preparing a major clean-up and reorganization of the machinery shed, this is also to include a full professional service to the big ride-on mower, replacement of the small mower and a stock take of our assets.

A considerable amount of rubbish has collected and will be disposed of at the tip, however some members personal items may have also been stored in the shed. So as to ensure these items are not inadvertently disposed of, would anyone who has anything of value please make sure it is removed by or on the weekend 19/20th July, failing this please indicate to committee your intentions for said items.

It is noted how good the grounds and airstrip are looking of late and thanks goes to all those members who have been involved keeping it that way, with particular thanks to Ian Searle who spends considerable time and effort tending to the field flora.

Regards to all, Mike H.

### **Spot the model**

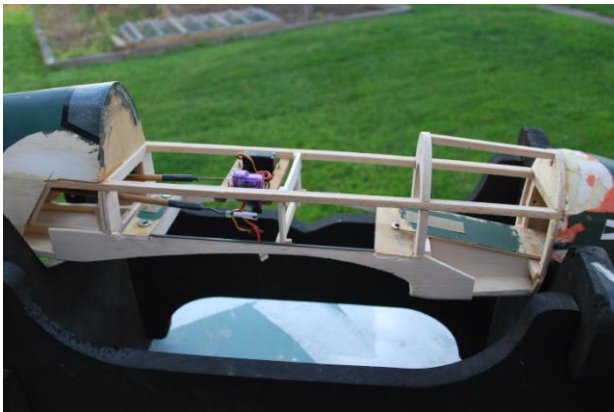


## **Beware of flying with camera carrying models**

A few weeks back while flying my Heinkel, Phil was trying to film it with his camera carrying glider, as I was flying a little too fast for him to get close, I made slower pass along the strip. That's where it all went wrong, instead of watching my model I looked at Phil's coming up behind me. The photos tell the tale.



Back home with the pieces, they were stored for a few days while I decided whether to build a new one as it was a very nice model to fly or repair it. The greater challenge was to repair it. The wing was in two pieces, and the fuz in lots, it required building a new centre section and splicing it to the front and rear as shown in the photo.



The two half of the fuz finally came together, almost ready for a test flight, minus a new paint job this will done later when the weather warms up a bit, but after bench testing the electrics the Rx was found to be non functional, after fitting a replacement it all tested out fine. The final re-build came out a little heavier, a bit nose down, this was adjusted by moving the battery back.

The first test flight with Nils at my side just in case it required some quick trims was OK, just a little bit of aileron adjustment needed. After the next two test flights only spoilt by my crappy landings, I am happy that the repaired model flies as well as it did before the crash. In conclusion, after you have recovered from the disappointment of crashing, never bin the result, as most air frames can be repaired thus providing a lot of satisfaction when it's all back in the air.

Stuart



**Danny practicing sign writing**



**Phil's new model on landing approach**

## **More from the committee meeting via Nils**

**Well the new committee has assumed office and held its first meeting. Neither the ambulance or police were needed. I know Mike H is also reporting so I may be repeating a couple of items but hell, you want a legal document fully notarised.**

**First, the 2.4GHz keyboard - the requirement to use the keyboard has been dropped, because there is no possibility of frequency clashes, therefore no operational need for it. In general it was poorly used with old pegs left on the board but as long as it remained on our ops manual then we should have policed it more carefully. The club does reserve the right to require it's use for operational reasons on some events. Note please, the keyboard requirement remains for other frequencies.**

**Smoking - the rules have been simplified but we come under so many health and safety requirements of one kind or another we could produce a substantial volume and still not cover all possibilities. Basically , we decided to adopt a common-sense approach, with no smoking in buildings, the pits and model areas and where people congregate. If we have any heavy smokers, the area to the NE of the road in is ok, fire hazard permitting, ( you see what I mean about rules!!!)**

**Important - we are trying to clean out the work shed. If you have any items stored there in which you do not want dumped, please either remove them or contact one of the committee so they are not thrown out. A new mower is on the cards so we have two good machines. Big Bill is handling this and will no doubt report in due course. If anyone wishes to make a offer on the old blue mower please discuss with our honoured secretary.**

**FPV is now becoming a feature of quad copter flights and overlapping into fixed wing operations. It's all a bit vague at present but it appears there can be some bleed between frequencies that involve 5.8GHz transmissions causing loss of the analogue video signal. Until we get a reliable system in place FPV pilots are asked to liaise between themselves with the idea that only one operation at a time is allowed including ground checks of course.**

**I think that's about all of immediate importance though I may have dropped off to sleep at some point in the meeting, my attention span now being fairly short at around 30 seconds or maybe a minute if Dolly Parton is under discussion.**

**One thing - for those poor souls like me who reached their personal full potential sometime in the last century. FPV (first person view) is a term from video gaming but in our case refers to model flying**

using a video link so that control of the model is effected by a direct view from the model using goggles with a TV picture from what would be the cockpit.

Safe ad happy flying guys

Nils

## **The following for Sale by Garth Wilmot 62431790**

**Dynamic S \$100.00**



**Wingspan: 1560mm Length: 1010mm**

**Wing Area: 21dm<sup>2</sup> Wing Load: 42.9g/dm<sup>2</sup>**

**Flying Weight: 900g**

**Servo: 9g x 4 ESC: 30A w/BEC**

**Motor: 35mm 920kv Brushless Outrunner**

**Prop: 12x6.5 Folding**

**Includes: T-Connector to XT-60 adapter**

**All Hardware Instructions Decals**

**Requires: Your own 4 Channel TX/RX with V-Tail mixing 1800mAh 3s Lipoly Battery**

**Pioneer \$100.00**



**Specs: Wingspan: 1020mm Length: 816mm**

**Flying Weight: 650g**

**Motor: 1200kv Brushless Outrunner ESC: 20A w/BEC**

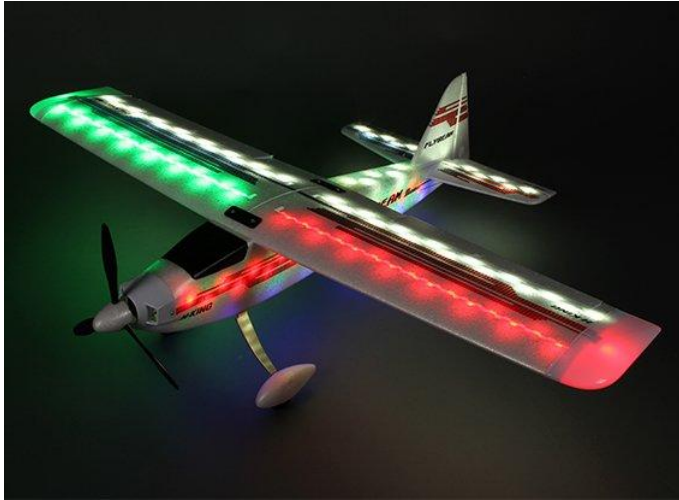
**Servo: 9g x 4 Prop: 8x6**

**Requires: Your own 4 Channel Tx/Rx  
1300mAh 3s Lipoly Battery**

**Fly Beam \$100.00**

- **Plug and Fly - Just add your choice of TX/RX and battery, minimal assembly and fly!**
- **Ultra tough moulded EPP foam airframe • 131 high intensity LED's pre-installed**

- PCB LED quick connection board • Powerful 4018 Brushless motor and 3-blade propeller
- Wing tip strobe lights • Stable, yet fully aerobatic platform



**Specs:**

**Wingspan: 1092mm Length: 898mm**

**Flying Weight: 1120g**

**Motor: 4018 950kv esc: 30A w/BEC**

**Servo: 9g x 4 Requires: 4+ channel Transmitter and Receiver**

**3S 11.1V 2200mAh Lipoly Battery**

**Night time**

**Retro Series Junior 1100 as New \$100.00**



**Specs:**

**Wing Span: 1100mm**

**Length: 765mm**

**Flying weight: 695g**

**Motor: DST-1100 brushless outrunner**

**Prop: 8x6**

**Servos: 9g x 4**

**ESC: 20A ESC with 3amp BEC XT60 plug**

**Requires:**

**Your own minimum 4 channel transmitter and receiver**

**1300mah 3s 11.1V lipoly battery**

**Vision 3D – fitted with 450 motor esc and good quality servos - \$100.00**



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**A reminder the 2014/2015 subscriptions are now due**