



The News Letter of the Hobart Model Aero Club Inc. August 2014

**PO Box 1117
Rosny Park
Tas 7018**

News letter Editor

Stuart Smith 62477423 stuarttsmith@netspace.net.au

A message from the President

Good day to all,

As of present I am pleased to say that the club has 50 plus fully paid up members, certainly not the gloom and doom felt at the AGM that many would leave to join the newly formed club. Whilst some members have not rejoined and presumably gone elsewhere those numbers are few, conversely we have had some new members join. So all aside HMAc is in very good shape and I sense a lot happier group than that of sometime past.

We have a club of very high standards with excellent facilities and prospects of a good future, please enjoy it.

Nearly forgot. Just gentle reminder members regarding putting stuff away and locking up properly when leaving. We've had few instances lately of the clubhouse shutters being left unlocked or the wind sock being left out, stuff like that. Also please check to make sure any mugs, rubbish and broken bits of beloved models are cleaned up. ;-) etc.

Regards Mike H.

Leaving the island state

Hi all at HMAc, some of you know me and a lot probably don't . My name is Peter Ederle , I have been with this club for eight years now , and unfortunately have to move interstate . During my time at Kelly field I have met a great bunch of guys , to the point that I would rather go out there and have a good laugh rather than fly. Having said that I have seen the club go through some rough patches , but also some great times , just recently was the scale event organised by my good friend Mr Bill Jennings, it was a great two days and I think all enjoyed it. Over the time I was there, I got actively involved with the committee ,did a whole bunch of construction work , became an instructor (hence the greyer hair and wrinkles thanks Raymond..) also a heavy model instructor , and a continual all round professional heckler, which was , to say, the best fun..But I survived. There are many good friends, too many to mention , that I have made at the club over the years , I must say one of my most dearest is Peter Hubbard. If it wasn't for his humour we would all be in a sad place, thanks mate. I hope that the club does well into the future , as I am sure it will, and I thank all of the people that have helped me along the way, you know who you are. Last but not least I would like to thank my bestest mate (not good English) who has helped me out on many things (you know what I am talking about)

I hope that you have a great time following your hobby.

Kind regards Peter Ederle

From Peter's camera



Getting into fixed wing FPV from Phil Wardle.

FPV, for First Person View flying, takes it's name from the viewpoint you get in shoot 'em up computer games, where you look out through the eyes of the guy with the gun. In rc planes and multi-rotors it simply means you are up there in the model looking out, rather than watching it from the ground.

For those who get into it, it means you get to fly like a pilot in a full scale aircraft without (most of) the expense and danger.

So what's needed and, more importantly, what's it like to try?

Well, to get into it is not that complicated, especially as all the gear is supplied ready to go these days. All it requires is a tiny video camera connected to an equally tiny TV transmitter, mounted on a suitable model.



Down below you need a TV receiver connected to either an LCD screen (shaded from the sun) or more usually a set of FPV goggles that have two small LCD screens, one for each eye. The goggles, though pricey, give a more immersive experience and can have headphones attached so you can hear the wind from the model and how much throttle you have going. Indeed, you can have a the TV receiver and a “head tracker” built in so that, as you swivel your nut, so too does the TV camera pan and tilt up above. Most flyers also have what's called an OSD, or On Screen Display that is like the Head Up Display (HUD) on a fighter jet. It shows a range of flight data, such as heading, speed, altitude, battery remaining, rate of climb etc which really helps to keep you informed about where you are, how high and so on. To start with though, you can fly “bareback” with just the TV image to see by. This is what I have been doing to start off with at Kelly Field.

My gear consists of a small foamy (an AXN Clouds Fly from HobbyKing...about \$50 with motor). A lightweight foamy pusher design is the go, as you don't have a prop in the way and it's far less risk to anyone below should something go amiss.

The cameras come from the CCTV industry and are small “board cameras” of the type used to spy on you in banks, pubs or wherever and are remarkably cheap...good colour ones start at around \$30 or so. The video transmitter I use is a 5.8GHz unit that won't interfere with my RC radio or others on the 2.4GHz band or lower; both the transmitter and receiver are tiny and cost under \$100 for the set.

Two custom antennas that allow the model to bank and turn without losing the video signal completes the basic set up.

Oh and I have a telescopic pole that I mount the receiver and antenna on up high to give a stronger signal...the tripod also houses the battery and flight recorder amongst other stuff on the ground.



I can also fly with a separate tiny Mobius action cam to record the flight in HD video too. Many people use larger GoPro cameras for the same thing, as the hundreds of amazing videos on YouTube show. The ground station flight recorder is used to tape the image from the on-board TV camera. Although not High Definition, it's useful for longer flights if you come down, as you can review the footage to locate your model (OSDs have GPS receivers that can constantly update on screen too, so you can also use a smart-phone to find it)

So, what's it like up there?

Bloody scary is the answer, at least at first. It's way different from flying line of sight and you really need your spotter to guide you through your first few flights, so as to get comfy with things like height, airspeed, orientation and so on. The wide angle lenses you need to see enough (despite being able to pan around) means that the ground looks further away than it is, and all in all it's a bit disorienting to start with. You don't have any seat of the pants input, so just getting level and heading straight takes some getting used to. An OSD will help here as they have an artificial horizon, but I found that just a simple wire frame placed in front of the video camera gave me enough reference to see how my model was aligned. Subsequent flights without it in the way were not so easy. So my next model, a flying wing foamy, will have the OSD, which also has an inbuilt auto-pilot with selectable loiter and a return to home function.

But the feeling of flying a plane is truly intense, amazingly so, as good if not better than full scale in some respects. The view up there at Kelly Field is just lovely, you can see all the cars driving along the road, all the landmarks, and it's easy, once you are used to it, to stay inside the boundaries. Although to the spotter on the ground you can appear to be far away, yet still be this side of the power lines, for example. You can also stay up for far longer than flying line of sight, as you don't seem to get fatigued or even slightly bored... you just want to fly and look at stuff. Wonderful.

To start with though, unlike a quadcopter where you begin by tentatively hovering up a bit, with an FPV plane you are in at the deep end from the get-go. You have to fly and keep flying. It's a total blast and well worth the effort to get into. It definitely takes the hobby to a new level, no pun intended. It

can also be very funny, because the goggles are so immersive that when the plane banks, so do you. I got a bit airsick the first time and was glad I was leaning against the railing, as I nearly fell over several times. Later on, Peter Ralph and Nils tried the goggles, while I flew line of sight, and it was fun watching them lean and stagger as I banked the model.

When given a go at the controls with goggles on, Nils pointed out that having yourself fly yourself at yourself was just too weird, like your own doom coming at you, with you at the controls.

Needless to say, he loved it.

Phil

A note from the editor

I would like to take this opportunity to send Peter and Mary my good wishes and a fond farewell as they travel to the land of the politicians. It always gave me great pleasure to watch Peter tear holes in the sky and trim the grass with his low passes

Stuart