



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

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News letter Editor

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A message from the President

The club has purchased the new mower, thanks must go to Bob Morrison for negotiating a good price.

Copies of the last two Committee Meeting minutes are now on the Club house notice board.

Michael Blackwell's Piper Cub



Must be the most realistic scale model I have ever seen re performance/sound/handling etc.....Has a nice ASP 160 flat twin four stroke plus a Keleo custom exhaust/muffler under the cowl. Look out Clive Butler?

Could pass as the real thing in the air. Am not convinced that my camera/photography can convey the very real perception that one is watching a full size Piper Cub in action. Regards, Peter Ralph

Rare Bears

A fine warm Saturday, sunny with a bit too much wind to be really comfortable saw the first meeting of the Rarebear racing group. A short meeting determined the initial rules and layout with a major object of keeping it simple. By and large it worked out ok but we will modify the circuit now we know more.

The idea of an airborne start was accepted as the way to go, the idea being to let pilots get airborne in their own time then once all are in flight start a countdown from 30 secs. No one to be across the start line before zero. Jump a start or cut a pylon and you orbit and do it again.

No accidents and some impressive speeds even on 3S LiPos instead of the standard 4S which comes with the model. We tried this to mute the frenetic speeds under full power whilst pilots became accustomed to the model and it's handling. Proved to be a sensible move.

I note a couple of people are buying Rarebears independently, having missed the group buy. This is fine and any member is welcome to join us. You need to note that the model we use is a "special" and has an up rated motor , 4S battery and a strengthened wing. Hobbyking advertise this. To be sure, the model you buy should come unpainted and is all white, matching the complexion of the pilots.

Heavens knows why, but individual purchases are significantly cheaper direct from Hong Kong which has no GST and much lower freight charges. It is a good solid little model well able to take reasonable punishment the only significant weakness is a rather flimsy motor mount which needs to be strengthened, a relatively easy mod. Have a look at another model and all will be clear. The only other comment is related to control throws and again I strongly advise a check of a model that has been successfully flown a couple of times. The throws are minuscule.

Our next step is to have a day of time trials around the adjusted circuit. By then we hope to have an accurate distance and so derive speeds and match abilities for the heats.

Some pix of members artistic efforts are below - the damned things are small, fast, and do need to be easily (?) tracked hence the artistic efforts.

Regards Nils



From the field re-safety

We have just had a couple of relatively long spells of good flying weather at long last and with it a couple of accidents that were interesting for the lessons contained.

One member managed to crash just airborne after take off, the model rolling to the left and digging a wing in. No explanation with all servos working when checked. It could have been finger trouble but

appeared unlikely and it remained something of a mystery. A few weeks later much the same thing occurred with another of his models but this time on approach, it just rolled over and went in. Again all servos worked and again, unlikely though it was, finger trouble had to be considered. It was at this point, returning with the crashed model we did a range check and we found that all contact was lost even at a few feet but it was not that simple and further checking showed that whilst the signal loss was first seen on the range check it was in fact a genuine signal loss and nothing to do with range.

What do you do? There is no simple answer beyond replacing the transmitter as far as I can tell. The problem is so intermittent the trannie could sit on the test bench for weeks with no result.

Another incident with a big model - 50cc motor with a wooden prop. In the air, a "bang" and vibration started in earnest. The pilot nursed it back to the runway with considerable skill with nothing beyond minor damage. Inspection revealed one blade of the prop had split roughly in half but along the length, this did some damage to the spinner which on departure hit the wing causing more damage. Now these things happen but it is a good reminder to stand clear of any prop running on the ground unless you need some sort of stopper inserted in the forehead, to prevent your hat slipping over your eyes. A couple of crashes which from what we can see were caused by poor or no control checks before flight. Totally avoidable crashes and a reminder, just wiggling the sticks before departure in no way constitutes a check. Models are getting bigger and heavier so unless we get more organised sooner or later someone is going to bleed.

Nils

Old Cars



We went to a flower show here in Canberra , and guess what, we found out what happened to Peter Ralphs old car , so this what they do with Nissans , who knew ?

Cheers Peter Ederle

Mad idea or mad thinking ?

Mad idea, works beautifully! No interference so far. Video unaffected.
Bob.

Pure genius.....must be a forum somewhere of interested people, where you publish details and pictures. - Peter Ralph



Rare Bear - First Races

Our inaugural Rare Bear races were held on Saturday 27/9. It was scheduled for Sunday the 28th but the weather forecast was unfavourable so the racing was brought forward a day.

Just for those that are unfamiliar, Rare Bear Racing is one design racing class using the Hobbyking Rare Bear race kit racing 3 Laps around a triangular course with a base approximately 37m and 115m along the long sides. The model comes unpainted but otherwise complete including a 4S Lipo and 3 props except for receiver and transmitter. The damned things are fast but on the plus side are quite stable and crash resistant. As far as we know none so far have been damaged beyond repair.

There were 6 Bears and their pilots attending, and by now most had plenty of practice flying but none on an actual race circuit. Unfortunately Adams suffered some minor damage on the test flight and so he was a DNS.

Initial timed laps were flown to determine Heat Grouping. Chief time keeper was Bill Jennings.

From these timed laps the Heats were drawn up as follows:

Race1, Peter Ralph and JJ

Race 2, David Ellis, Jason Bedelph and Mike van Niekerk

Race 3, Peter Ralph and JJ

Race 4, David Ellis, Jason Bedelph and Mike van Niekerk

Race 1 was an interesting affair with many spectators, including intrepid pilots, watching on to see what was going to emerge. It was noted by our CFI that the battery must be plugged in for a successful start, JJ suffered some small damage on the landing for the restart, resulting in trim changes that made for some challenging flying, allowing Peter to jump into a healthy lead only to be snipped by the closest of margins after JJ dived for the finish.

In Race 2 with 3 planes launched simultaneously what seemed like chaos actually did turn chaotic for a few moments, with Mike momentarily losing sight of his model for a few seconds, doing a great job to bring it back under control. If you have flown one you would understand. Jason took the race with David second

With experiences gained from the first races the Pilots were eager for the second round for the day, but unfortunately for JJ in Race 3 his trim problems increased allowing Peter a runaway win.

The last Race of the day, Race 4, saw another frenetic group of bears launched and jostling for the lead, David Ellis won after Diving past Jason across the finish line after some adrenaline fuelled flying, so much so that Mike and David kept racing one another until their batteries had drained!

A post racing BBQ was enjoyed afterwards, with plenty of banter about the racing, and also the talk of the possibility of more additions to the Rare Bear following. Experience also shows that the events allow a diverse range of abilities to compete. The very fast pilots end up in big radius turns so the slower models gain in distance what they lose in speed and sort of even things out.

Thanks go to all participants, callers and helpers, whom made the event very enjoyable. We are thinking of making up another order of Rarebears so if anyone in the club would like to have a go contact Jason or Nils.



View from above

Screenshots from 685HD mini camcorder video. BigW, \$40.

Bob.

