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

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## A picture's worth a 1000 words

**Some bastard trying to steal Nil's radio**

**Anybody know this man, believed to be from the USA**

**Nice wave**

**There you are, I thought I had lost you**

**Case for a wider/larger runway? I must have half a dozen recent similar shots courtesy of the same person. Regards, Peter Ralph**

# Rare Bear Pylon Pacing round 2- Sat 9 Nov

**Everything was going well....then I ran out of talent. And altitude. Jason**

**Nils P. and Peter R. last two standing.....and then both disqualified, missed a pylon. No conclusive result, but a fun time had by most except for the owner of the Rarebear pictured.**

**The old Bear above now on bench waiting surgery. Have enough spare bits to have two flying (soon) so the race will go on! See you all at the next round.**

**New Rare Bear kit version ordered from international warehouse this morning. Cheaper to get from international warehouse $54.95 and wait for discount and use Australia express channel $24.23 (US Dollars)**

**Regards, Jason Bedelph**

**Would like to extend a big thank you to Jason for all his efforts to date with getting this up and running. Even though not a competitor, I have enjoyed it all immensely.**

**Also, commiserations for his untimely prang before the race on Sunday. Unlike me in such situations, he didn't burst into tears, pour ashes on his head or rend his garments.**

**Oh and must add....the hamburgers Jason provided were yummy!!**

**Cheers all, Phil.**

# Another senior moment

**To save embarrassment, Tony Bannister was used to display this unusual arrangement, which actually flew and survived.**

**When assembled with the fuselage central relative to the wing for its next flight, it was certainly a lot easier to handle.**

**Or is that the pilot looking for some more rubber bands.**

## A fishy tale

**What Michael Blackwell does when he's not flying.**

**Or is it a cardboard cut out like the TV ad.**

## HMAC new web site is up and running

**New webpage is live. Still a work in progress**

**Hi everyone! The new webpage is up and running and is a completely different and modernised format. It is a work in progress so please bear with us while it is developed**

**If you have any new photos that you would like displayed in the Current Flyers section please email them to admin@hobartmodelaeroclub.org.au with a brief summary and change the file name to the photos description i.e. "Peter R Skybolt.jpg"**

**Videos can also be added, but only Youtube or vimeo hosted. No video files can be accepted due to space restrictions**

**There is also a trial guest book for members and visitors to write something for others to see. This is moderated of course**

**Regards, Jason Bedelph**

## Vintage Plans Site

**I thought other members may like to have a look at this site, -** http://www.outerzone.co.uk/index.asp

**Regards Gary**

**Editors Comments, I found a plan I have been looking for a number of years, easy to down load in PDF format.**

# Some interesting information.

**The wiring information below was extracted from the following web site with their permission, I have included it as an interest for those members flying electric and maybe for considering a conversion project. The sample is only a small portion of the information that can found on the site relating to electric flight. I have used this setup for my twin motor Bronco, works well.**

**Stuart**

**www.4-maxhttp**

## How To Wire Up Multi Motored Brushless Aircraft

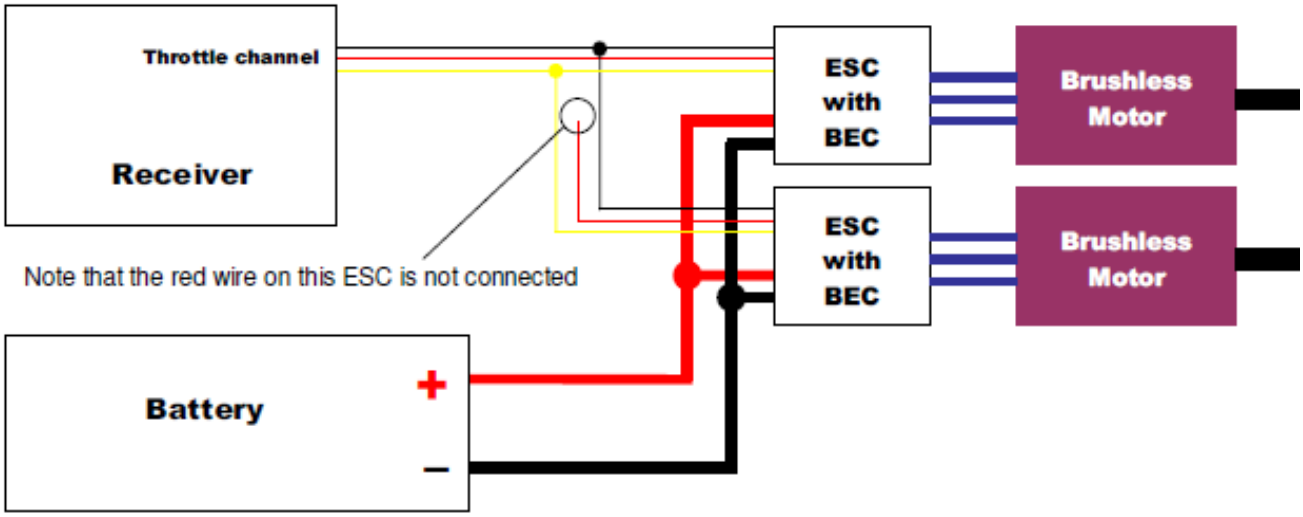
You need one brushless ESC (**E**lectronic **S**peed **C**ontroller) for every brushless motor.

Ideally both brushless ESC's should be from the same manufacturer and the exact same size and preferably purchased at the same time. This is because the throttle curve varies from manufacturer to manufacturer and from size to size and slightly from batch to batch. Any difference in the throttle curve will make the motors run at different speeds which will cause a yawing effect. In the very worst cases it could cause your model to spin, in most cases it will make your model horrible to fly.

If using a low voltage system for example 2S LiPo (7.4V) or 3S LiPo (11.1V) then you will need to disable the BEC (**B**attery **E**liminator **C**ircuit) in one of the ESC's. "Why?" I hear you ask. Well…. if you don't, one BEC will try to supply power to the other as the output voltages are never exactly the same and the higher output one will always try to supply power to the other one. This is not a good situation as one ESC will eventually overheat and possibly burn out. Therefore we need to disable one of them.

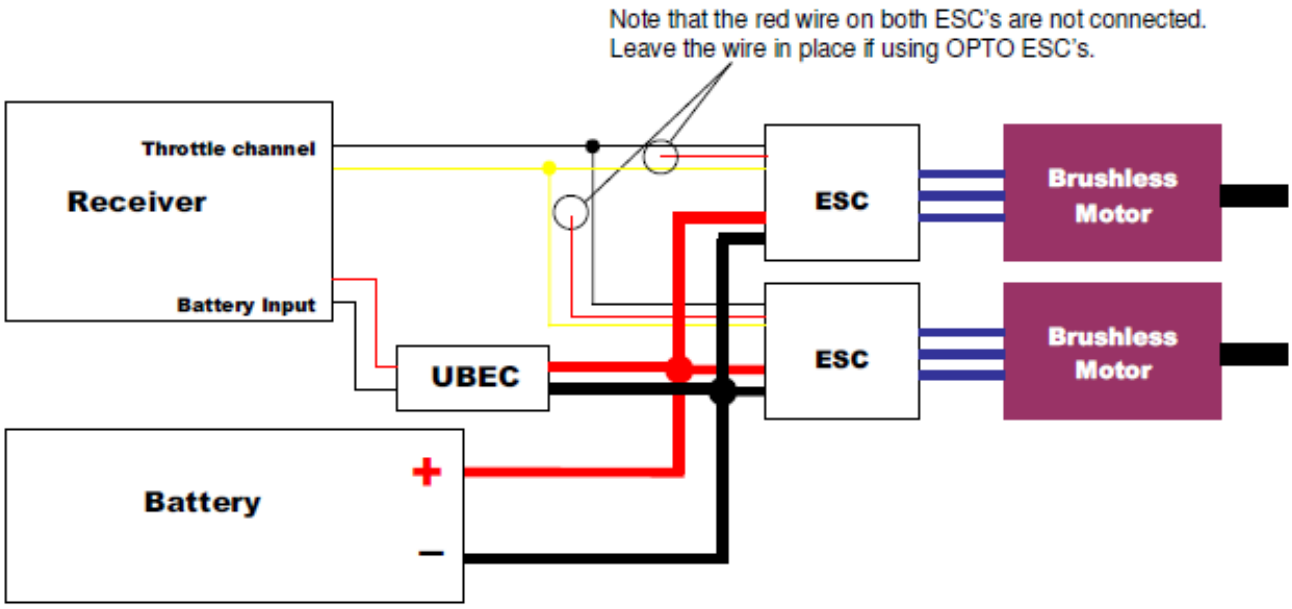
If using a high voltage system, 4S LiPo and above, the BEC's of all ESC's should not be used and all need to be disabled. A separate power source will need to be used to power the receiver and servos. This power source can be either a separate 4 or 5 cell NiMh receiver battery pack as used in traditional I.C. powered aircraft, or a separate UBEC (**U**niversal **B**attery **E**liminator **C**ircuit). A UBEC is a small electronic circuit that can accept a wide range of voltage input and output a steady lower voltage suitable for your receiver. For example our PP-UBEC5AHV-3 can accept any input voltage from 8.4V DC through to 42V DC and output 6V DC at 5A which is used to power your receiver and servos. If using an OPTO ESC then the centre wire should be left in place as it is needed for the ESC to work.

***Option 1 – Low Voltage System Using the BEC in one of the ESC's only.***



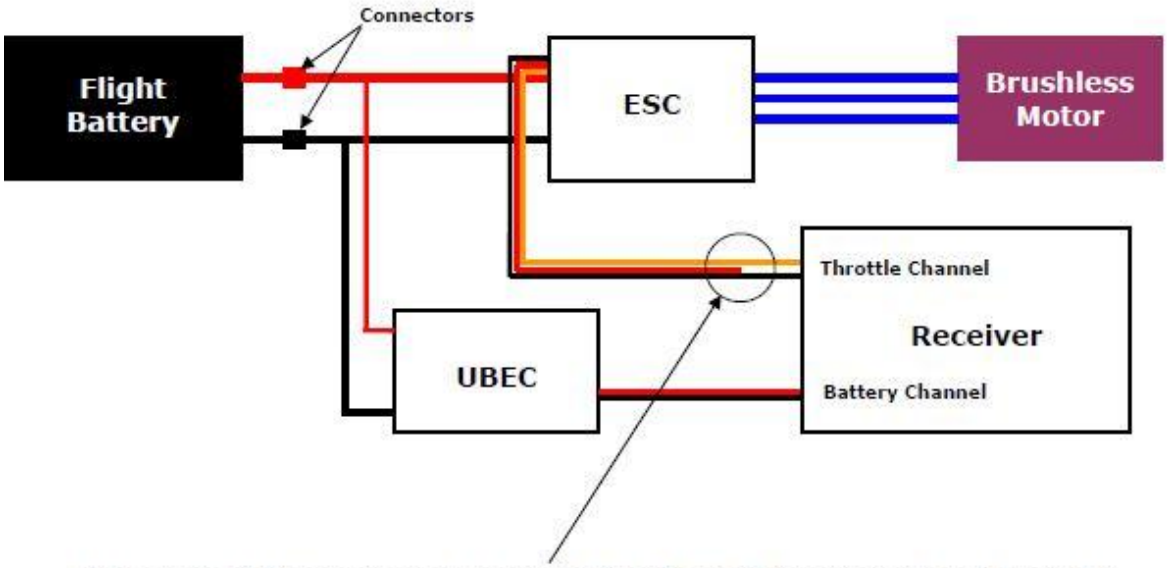
Cont/...

***Option 2 – High Voltage System Using a Separate UBEC.***




**Note, I have used the setup below for all my "war birds"**

## *How to wire up a UBEC with an ESC that has a built in BEC*




Please note that the red/orange (+ve) wire from the ESC (**E**lectronic **S**peed **C**ontroller) to the receiver is broken. Rather then cut the wire, carefully remove the wire and pin from the plug and tape it back out of the way so that you can re-insert it at a later day if you decide to use the ESC in a different model on a lower voltage.

## *Using a UBEC or Receiver Battery with an OPTO ESC*

If you are using a UBEC or a separate receiver battery with one of our OPTO ESC's (no BEC included) you should **not** remove or cut the red/orange wire. The red/orange wire is needed for the ESC to operate correctly.

# Aftermath of the mid-air today.