



The News Letter of the Hobart Model Aero Club Inc. August 2015

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News letter Editor

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The President's Corner

Gentlemen,

Unfortunately the weather has not been kind to flying or pretty much else lately! As a result we have had to postpone the assembly of the new charging shed, the winter elements were just too unfavourable. Current weather predictions look more favourable for the Saturday 8th of August so this will be the new date for the charging shed working bee. All are welcome and I am sure there will be plenty of activity, sledging and devouring of cooked delights, along with the construction of our new charging shed hopefully!

I for one am looking forward to some better flying days and keen to see some nice scale planes on display at the HMAc scale fly in later in August. Roll on spring! Or should that be Nils Turbo Raven?

As we all know a hardened strip, usable by small models or in bad surface conditions has been on the agenda for discussion for several years. Many options have been discussed over the term of several committees, with no preferable solution emerging. At the last AGM we were again faced with finding a solution to this vexed issue.

After a great deal of discussion and with no major purchases foreseeable for this financial year, a current working balance of \$7200 (and hopefully rising as members renew!), the committee passed a motion to install a hardened strip just outside the catapult mount between the two taxiways. This will be a 2x10m concrete surface on the eastern side of the main run way. The hard strip was also seen as to be beneficial for almost all models if the main strip was in poor condition or wet, by allowing models to gain some speed and becoming light on their wheels before encountering a degraded surface taking off.

During discussions the ongoing poor condition and maintenance of the taxi way was brought up and a preferred solution was to also install a concrete surface here too, so as to eliminate maintenance and drastically reduce wear and tear on this very busy entrance to the main runway.

Initially it was planned to cost the two items individually, but it has proved much cheaper if both were combined. Also by combining the two and making best use of materials an extra few metres can be added to the strip length. The costs involved are 3.5m³ concrete @ \$218 (\$763), reinforcing @ \$310 (some of which will be used in the charging shed slab) and excavation @ approx. \$300 or less. A small amount of gravel will be also be required to even the base for the hard strip and allow for some movement. It is intended to ask members to help out with any lengths of timber lying about that is

suitable for boxing and pegs. So total cost will be approximately \$1600 for both taxi way and hard strip.

This Committee is committed to being open and approachable, and in this context, the plan for the hard strip is on display on the notice board in the club house for viewing and is marked out with ground marking paint for all to see. Furthermore, several members have expressed concern over the hardened strip and are more favourable to an artificial turf strip on a compacted base. This will be costed and discussed at the next committee meeting with a decision and outcome to be made. For members who have any concerns or suggestions, there is time for formal, constructive, written statements (fully costed if an alternative approach) to be submitted for further consideration by your committee.

Regards,

Jason Bedelph

AXN One Design Class

Hi all, we now have sufficient interest for me to order the first batch of AXNs together with the needed accessories such as prop adaptors, props, ESCs etc. Members can provide their own batteries, which would normally be a 20C 2200mAh 3S Zippy or equivalent Turnigy nano-tech.

So far we have ten members who either have one already or who are getting one in the bulk buy.

Current owners are: Myself, Peter Ralph, Garth, Steve Arnold.

Currently ordering for: Jason, Bob Morrison, Adam Cole, Dave Ellis, Nils, J.J.

I'll be ordering them shortly, so if anyone else wants to join in the fun, or I have left you out for some reason, email me asap.

Regarding the build, there are a couple of points I should have mentioned. The first is to cover the tail push rods with tape when gluing in, as you really don't want the glue to get into those and ruin your day. Secondly, make sure to fit the push rods to the rudder and elevator horns before gluing it all together, as you can't fit them afterwards (see point about ruined day). The aileron control rods supplied are annoyingly short. I fit my servo arms so that they centre leaning towards the aileron a bit and so have enough length to fit. Either that, or make up some longer control rods.



Steven Arnold's thinking to get some motivation behind Phil's AXN racing class concept, here is one nearly ready

It's also a good idea to reinforce the tail with a strip of carbon tube or rod (4mm or so). I just mark out the channel with felt tipped pen and dig it out with a small screwdriver, but a Dremel is quicker. A thin smear of epoxy and your laughing. I make mine a bit longer than in the photo below, to go just past the elevator. Pop a strip of sticky tape over the rod to fair it in.

A length of reinforced fibreglass tape on the belly of the fuselage also helps strengthen the model and protects it from grass smears and/or scratches, should you land on something abrasive (like a club member, who would then be in a bad mood).

Cheers All, Phil Wardle

From the camera man



You'd need a very wide angle lens to get the other wing in the shot, seeing as how it was left at home.

If you do not recognise the model, the hat may give you a clue as to who is capable of this effort

The excuse offered was that his wife did the packing! A likely story.



Nils, seeking revenge, practises his dark art on Peter. "Abracadabra, prop come off!"

Wanted by a Member

Saito 30 four stroke engine, complete and in good working order.

If you have one that you have no further use for it, please contact Chris Rowe on 0499646588

The HMAc Events Calendar

Scale Fly in:

22nd August 2015

Club class fun (AXN) event and Rare Bears:

September – good weather day TBA.

Gliders and DLG fun day:

November– good weather day TBA.

Vintage fun day:

After Christmas TBA

RAF Conningsby of the Battle of Britain Flight

I am in the UK and thought you might like to use these snaps I took recently at RAF Conningsby of the Battle of Britain Flight. The exterior shots are of a Hurricane and a Mk XVI Spit which was undergoing engine tests. Note the water bottles over the tail to keep it down and the tie of the man behind in the draught! I wish I had recorded the noise!

Interior Spitfires include a Mk IX, VII, and II. The Lancaster has just suffered an engine fire in flight - they were lucky they didn't lose it.

Cheers Julian

