



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

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News letter Editor

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From the camera man





Test flew ex electric, Wilmot G. Cassutt with recently fitted .30 G Mark twin. Engine was 100%. Model in the air is a lively beast and was a bit wild and woolly but no real dramas.



Hopefully nothing a fair bit of C of G adjustment and fine tuning will not solve. Was way too nose heavy using instruction manual indicated C of G.

Had to hold in 15/20 degrees of up elevator for level flight. Lucky Bill G. was available to adjust trim. Any easing of elevator stick made for a fast 60 degree downward dive. Excitement I can do without.

Cassutt (less gear) is free to any brave person who wants a challenge. Minimal repair work needed.

Garth, (generous soul), gave it to me. I, being generous like Garth, am happy to let it go for nix.



ANX Set up??

From Peter Ralph

Kevin Jacobsen tried this rushed brain wave which made him late getting to the field.

He claimed it made handling under power much better. I also flew it and tended to agree.

He also changed the thrust line but I find the standard thrust line no problem to cope with..

Problems (lateral control), are only apparent under high power or gliding in gusty conditions. Most people seem happy with the glide.

I have minimal aileron movement with 75% rudder coupled in. Kevin`s setup is similar but with 50% I believe..

Where to next is any ones guess but I may try a foam version of Kevin`s modifications.

From Bob Morrison

Interesting subject as each of us seem to have a different approach.

Yes, I'm using rudder and no aileron but only to make the wings easier to detach. I'm working on that one. Also I don't intend entering in pylon events.

My setup is simple, but took a few sessions to get there.

1. Trim for power-off glide. Balance and trim (sub-trim).

2. Mix throttle to elevator so there is no attitude change with power on/off. A nice feature with the A9 is that a "delay" can be used to soften the mix which helps to stop pitch-up with rapid throttle increase.

Although this model certainly has some problems, it's the only one I've got that will cope with sport flying, gliding, and aerobatics and give long flights on an 1800 pack !!

The ANX event

For those discerning members who made use of the clubs bulk purchase to buy then attempt to fly an AXN, or any other AXN owners for that matter

It's time to put reputations on the line.

COMPETITION and FUN FLY

On the first decent Saturday we will hold our first AXN competition. No date - by setting dates all we seem to end up doing, is issuing postponement notices.

So - You can assume that if a good Saturday ever arises we will have an AXN day. For those who do not know what day of the week it is we will send out emails on the Friday as a reminder.

Jason has indicated that a BBQ will be held including egg and bacon rolls (shudder!!). First prize is lunch with Garth once he's unchained, who will explain the AXN in detail.

As to the competition. One suggestion was to get the models airborne at the four corners of the compass and fly in to have a mass crash right over the centre of the field. Anyone still airborne pays for lunch.

This seemed a little extreme with the crowds expected so we propose to advise on the day what the comp is - perhaps a climb on a given motor run with last to land the winner or the fastest circuit from launch to touchdown (on the runway!)

Incidentally - any AXN is eligible modified or not - And remember it's supposed to be fun. Normal flying operations are ok except when the actual competition is airborne which knowing the AXN should only cause a short delay.

Having just written the above Jason suggested within the fun AXN fly day we add a couple of Rarebear races.

SO

If anyone has a 'bear still presentable bring it along, I know there are still some surviving and we'll have a definitive race. Man - the things I get into. Now, where's the Vallium?

Standby - check Friday emails

Regards Nils

Lost models

I know for gold wings, pilots have to do 3 consecutive loops but one member who shall remain anonymous - (the cheque cleared yesterday) carried this to extreme with about 20 at least before the foamy got too far away to count.

Seriously though, we're not sure exactly what happened but it appears there was a loss of radio link, perhaps because it drifted down wind too far and the model went into fail-safe.

At least a couple of hours searching by members present failed to find any trace of it and it probably graces the bedroom of a bystander who had plenty of time as it lost height on each loop to collect it as a gift from the gods.

It's never nice to lose a model and frustrating in that we had an excellent bearing when it got too low and vanished. The endless loops indicated that it remained with up elevator and probably full power and a good fail-safe had not been set.

Please, set fail-safe so that at least the motor stops and the controls centre if the radio link is broken.

With heavier models there is the potential for a serious incident to occur if they continue flying away under power particularly if stabilisation is also fitted.

If you're not sure about fail-safe settings or how to apply them - ask one of our instructors or experienced pilots.

Regards Nils

Presidents corner

Hello all,

Nothing major to report regarding official business.

The insurance company approved and paid for the damages to the front boundary fence and repairs probably have been completed by the time you read this.

The HMAC application to the Tasmanian Community Fund for 'Fire Prevention and Mitigation' was submitted on time. If approved this will provide funds for a tractor to slash the grass as required. As part of this funding request the committee also submitted a supplemented request for funds from the Clarence City Council as part of councils local community grant program for funding of a fire fighting pump and tank. It is hoped that both applications will complement one another, but of course we never know how they will be reviewed. We should know the outcomes on November sometime. I have my fingers crossed!

Big thanks to all who helped out with the grant submission, Phil Wardle, David Ellis and Nils Powel.

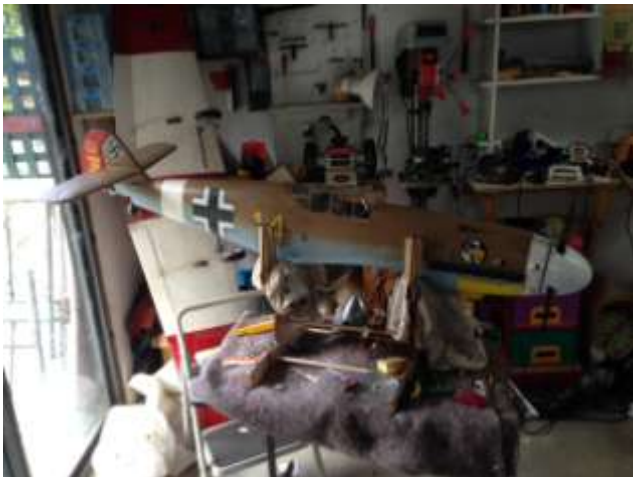
The grounds are looking great and once again a big thanks to Phil, Bob and other members pitching in to do their bit in making Kelly Field's a very pleasant place to fly.

A week or two ago I was contacted by Mark Nichols who is running an open day at Cambridge Airport on the 18th of October. HMAc was asked if they would like to have a static display. This is an opportunity that we should embrace, so stand by as more information becomes available and volunteers are asked for

In the meantime see you at KF!

Regards, Jason

Big Bill's future fleet



This is the one I want to see fly.

