



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

PO Box 1117  
Rosny Park  
Tas 7018

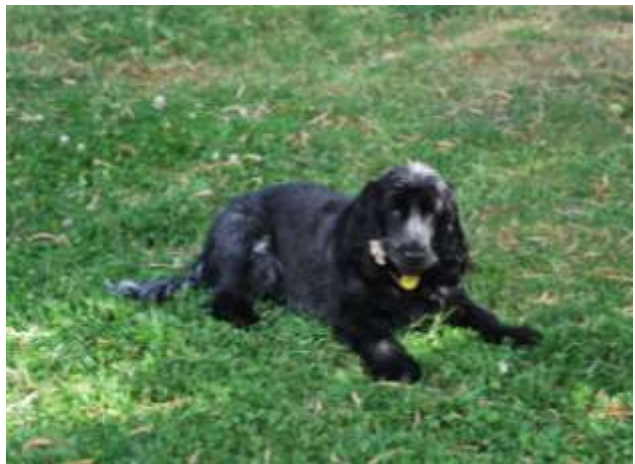
News letter Editor

Stuart Smith    62477423    [stuartsmith@netspace.net.au](mailto:stuartsmith@netspace.net.au)

---



Maybe Garth should send Ray an e-mail with instructions on how to return to his home at Kingston?



She a lot better looking

### More from the camera man





**A set of bi-planes**

**Sitting down on the job again**

**The camera man at our Cambridge display**



**New E-mail**

Phil Wardle has new e-mail: [philwardle53@gmail.com](mailto:philwardle53@gmail.com)



## Presidents corner

Well, it has been a very busy and eventful month to say the least, with many things to update you on.

As some of you have discovered, the charging shed is now fully operational, with a big thanks to Bob McAllister's efforts in relocating the electrics. Thanks must go out to all members who contributed to the construction and setup of the new charging shed, it really has been inspiring to see many members jump in to help out where they can! Nils will have report (of sorts) elsewhere in the newsletter.

As advised in the last newsletter, HMAC was asked if we would like to have a static display at the Cambridge Airport open day (Loud Shirt Day) on Sunday 18th October. The open day was to raise money for deaf kids. The day was well attended by the public with over 1600 visitors through the gates, with pretty much all visitors checking out our display!

Peter Ralph brought out a "small selection" (read lots) of IC motors that attracted great interest as did Bill Jennings fine scratch built Corsair, David Ellis's 1/3 Pitts S12, Kens Wards Lancaster and also Bill Gregory's Canards to name a few. Barry and Adam also helped out as did Bill's wife Val, who was kept very busy distributing colouring in sheets of various aircraft to the smaller "future pilots" (I think I may have used up most of a toner cartridge at my wife's work on those!). I also had the opportunity to blow our trumpet in a few interviews throughout the day. Overall, those of us that attended agreed it was a great day and very worthwhile exposure for the club, with plenty of interest from potential and even a few past members.

Unfortunately it is not always good news and repeating myself from the recent newsflash, I would like to remind all members to be mindful of their flight paths near our boundaries, especially the north west corner. This problem will not go away unless we all continue to make efforts to stay within our

grounds. Council has and still states that they satisfied we are doing our best, but I would ask you all not to let your guard down. The future of the club will be always determined on how we are perceived within the community so it's up to all us to keep our good image clean.

Noise was an issue raised by Jo, ( the lessee of the property making the complaints) but Council advised they have no guidelines to define excessive noise for our aircraft, and have asked that we use our own operating procedures, which we manage in accordance with the MAAA's MOP62. Overcoming committee meetings we will revisit our ops manual to see if a revision is required, as this is the only specific point raised by council. Currently our operating hours (electric models excepted) are not before 0900 Sunday or after 2000 any day.

Then there are the grubs. The damage from Corby Grubs detected earlier in the week was accelerating at quite a pace, about a metre per day. The main runway was under serious attack requiring us to act as soon as possible to get the grounds sprayed. The spray used is toxic, but fortunately is highly mobile in the soil, so after being sprayed dilutes and spreads, killing the grubs. Spraying was a success and thanks to Phil Hubbard who was able to pull a few strings to get the spray contractor at the field at very short notice. This was doubly fortunate as I'm told the poison is in short supply because of a particularly bad season for these pests. So although spraying took place on a Saturday (the contractor was on the way to a larger job), we should be thankful that we managed to get the spraying done so quickly! I'd like to personally thank Phil Hubbard for not only helping out getting the spraying done, but for "going above and beyond" by calling in at KF 2-3 times a day over the closure to move the mobile sprinklers to water in the spray. Without his efforts it surely would not have been as effective. For those that bring their dogs to KF, best to keep them away until all the grubs have disintegrated or carried away by starlings for their last supper.

On a Brighter note, Phil informs me that the grubs do not eat all of the roots of the grass and with proper watering and care, most of the roots should strike and grow back pretty quickly if we can keep the water up to the grass. He is taking a while off after his recent big effort so if you have a few spare minutes how about running a hose out and watering a dry patch.

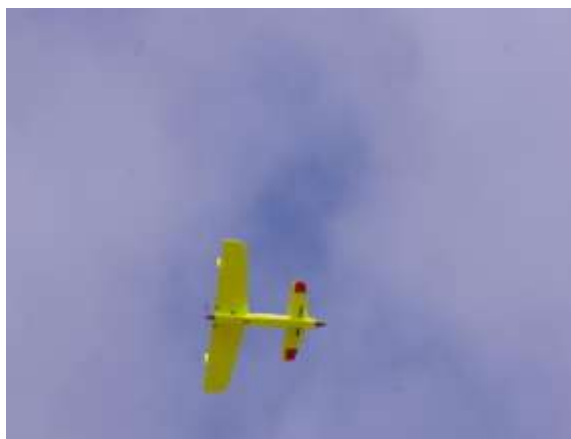
To end on a positive, our Vice President, Bill has organised Christmas lunch for us at the Richmond Arms Hotel. This way Garth won't have to worry about the burgers repeating on him! Price for main and desert will be approximately \$25 per person. There will be a lucky door prize and also a couple of small awards for those who attend. Flying and swap meet as per usual in the morning at Kelly Field then Lunch at the Hotel at 1200 (Noon for those that don't know military time) on Sunday December the 12th. No menu as yet, it's too early as menu is set weekly

More about the Christmas lunch to come but reserve the date!

See you all at KF

Regards,

Jason Bedelph



## Charging shed

I see our Esteemed Leader, one Jason Bedelph Esq in his presidential address, mentioned I'd add to his comments regarding the charging shed.

I mean, come-on Jason - what's to say about a shed? I mean, it stands there, mute, creaking quietly in the wind waiting.

There has to be something to say - oh yeah - There are enough charge points on a relatively fireproof bench to allow a small army to charge batteries and with luck the doors will slide open without removing fingernails in the process now a little lubrication has been applied. The combination for the door lock is readily available to members.

If you connect up with the wrong polarity there should be a "click" and everyone else using the point will lose their charge as the circuit breaker cuts off the power. Reset the breaker, (under the bench) and go let the others know you've been an idiot so they can restart their charge. I should add that whilst the line protection will protect the installation your charger may well may well retire hurt and lose interest in any further help charging batteries.

The windsock is now stored in this shed to reduce the need to open the equipment shed which now needs to be tidied up a bit.

Jason's note thanking members helping was no joke, and to those who pitched in to help we owe a debt of thanks. The box in which it came, opened to reveal something resembling an oversize Meccano set, which, when laid out had no obvious place in any construction likely to produce a shed. However I did discover the secret of shed building. You point authoritative at the heap of metal, give some poor member a screwdriver and go and try Garth's cake. I did this numerous times and, low, a shed materialised in my absences. This building lark is > pretty simple.

Cheers to all Nils

## Competitions/Events: Glider day! DLG and AXN

As most will know there has been a small infestation of DLG's\* at KF, so with Greg England as main culprit we have organised a DLG day and have invited the other northern clubs to join the small group at KF that have a DLG.

The date we have set as 28-29th November and the event task determined on the day to suit weather/wind. Of course there will be some high end flashy carbon fibre gliders on show but it should still be a fun event with some gliding insights gained from mad keen glider pilots

On the same day we will also have our inaugural AXN fun event. Again this will be most likely decided on the day with a climb and glide being probably the best to start with. A Newsflash will be sent a few days prior out to confirm the event is on.



When is an AXN not an AXN, when it's a RM

Stay tuned for a Rare Bear event in the near future, so dust them off and get ready for an adrenalin rush!

\*DLG - The acronym is for "Discus Launched Glider" Discus launches are hand launches roughly in the manner a discus is thrown. If you haven't seen one you are in for a shock.

See: [https://www.youtube.com/watch?v=onFAnlK0M\\_4](https://www.youtube.com/watch?v=onFAnlK0M_4)

## **The unfortunate end.**



## **Update: re-instructors course at Kelly Field Saturday 14th and Sunday 15th November**

The course is intended to qualify gold wing pilots as MAAA recognised instructors.

There will be two sessions each day, of two hours. 1000 to 1200, and 1300 to 1500.

Briefings will cover various aspects of modern training, including teaching methods, aerodynamic theory, and other areas of training facing the modern instructor, including the ability to give good coherent instructions. Students will be asked to demonstrate.

What we hope to achieve, is a new generation of instructors, who are faced with, and need to cope with, the very rapid progress in the technical aspects of aircraft modelling. Instructor`s now need much greater knowledge; knowledge that our older instructors had the luxury of acquiring gradually over the years, as technology unfolded. Today, students may turn up at Kelly Field with 4 motor scale bombers, and 12Kg models which behave much more like full size aircraft, along with radio equipment that was only a dream 10 years ago. Guess what? - the poor old instructor is the first port of call.

Weather permitting, practical training will be given on coping with the problems posed by absolute novices and upwards.

The course will be run by Nils Powell, who has had a life time of experience as a senior pilot and instructor in full size aviation, and Peter Ralph, (CFI for Southern Tasmania) who has taught R/C flying for a considerable time well before around 1990.

## **New Member**

One new member joined this month - David Read - he has relocated to Tasmania from that Island to the North. He is still a member of a Victorian club, has his bronze wings and was introduced to Kelly Field last week.

Welcome David - we hope your association with us is long and enjoyable.

Cheers Nils on behalf of our committee