



The News Letter of the Hobart Model Aero Club Inc. January 2016

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News letter Editor

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Field slashing at Kelly Field

A special thanks should go to Jason and his father for organising the pickup and delivery/return of the mower and for their butt wrenching hours in the seat as they did the most.

Barry Gerrard

More from the camera



Garth's new one and my refurbishment. Both ready and waiting for a suitable day



Fun and games. (For some)



That tree has been there a long time



It will fly again, repairs almost complete



So will this one with a bit of luck



Congratulations to Peter McGuinness for obtaining a Bachelor of Biotechnology and Medical Research.

But we are not shore how the Tx helped?





Bill's scale column

I would like to try and run this column every couple of months, if I could. To try and keep everybody up to date on scale stuff. If anybody has anything to offer please come forward.

Oh yea, I would like to thank smaller Bill's wife Val for all the help she has given the club over the past 2 or so years.

On The Grape Vine

Word has it that Chris Rowe has seen the light and decided to come out of the cupboard and build a "warbird" Plans of a late model Spitfire were seen on his building bench, can't wait to see it finished.

David Ellis is building a Top Flight Corsair, another one to look forward to.

I have had a Dave Platt Zero on the building board (along with some others) for the past 2 years and after the torrid time I have had with Nitro motors decided to go "Gas" with a twin boxer for the great sound and ease of operation. But, there is always a "But" I could not find any big enough to fit in the cowl. A scale modeller friend in N.S.W was having the same problems and come up with the idea of using the new OS glow plug on petrol that would cut down on the width and give us enough room.

Regards. Bill Jennings

This is the results on a DZY 48 twin. More results later.

OK gents, we've done some testing and the results were interesting.

Outside temp today was about 23c (73f).

Original tests netted 6500rpm with a Master Airscrew 20x10

Today's test with a 22x8 Xoar, ignition and velocity stack we dropped to 6090rpm. We didn't touch the tune in any way throughout the tests.

Next up we put the adapters and G5 plugs in. Starting was easy as with the ignition however we dropped down to about 5670-5680rpm. Transition was a bit off and it sounded like the timing was off a little.

We then added extra plug washers to see what effect it had. Using 2 thick plug washers we went up to about 5730-5740rpm. Still less than the ignition but not too bad. Transition was much better.

We played with the washers and settled on just the 2 thick ones. What we found next was that at full throttle if we added power to the plugs rpm jumped up to about 5880-5890 which is just shy of the ignition. I think that's a good result.

I think if you were to run a nice simple onboard glow and a good tune it'd be the same as ignition. Yes you'd still need to run a battery for this but you could still save weight over the ignition because you wouldn't need as big a battery or the ignition.

The biggest bonus for this engine is the saving in weight.

I've also ordered a set of Bowman rings to put in and I'm going to get a 21x8 to try. If I can get the 21x8 up and perhaps over 6500rpm on glow then I'm going to be a happy man.

I reckon today's testing has proved a success. The plugs work just fine but if you want a bit more just keep power on. Simple

Presidents corner

So the last month of the year has finally waned and the New Year's clock ticked down to start the of 2016

I always find it beneficial when contemplating the year ahead, to view the past year in context to see how far we have come and what we have achieved.

Construction of the extra pits tables, commissioning of the charging shed, some big wind days, mowing of the grass, some more wind, reorganising of the club house and sheds, more BI!@#\$y wind! Three grants applied for and two fully funded, and the firefighting trailer project under way, successfully dealing with a grub infestation, even more wind, our first one design 'glider' fun event and some really nice all round flying days (in between all that wind!).

Unfortunately this year there were some low points thrown into the mix to dampen enthusiasm, one being the addition of a meter to our water supply which will have a significant impact on the running costs of HMA. The committee intends to negotiate with council for assistance once we have the first bill but in the meantime we will have to become more water savvy. In this context, a very nice donation of \$100 from one member, (who wishes to remain anonymous) to help with water costs was a generous and appreciated gesture.

Another, complaints from our neighbour claiming over flights of her property. The most recent a few days before Christmas. After discussion with council and viewing videos taken by Jo, one common denominator stands out, louder aircraft, such as fast moving glow or small prop electric wings draw her attention. A further irritant occurs when pilots turn late over the power lines to the north. We suspect she may feel intimidated by these 'louder, faster moving' aircraft flying relatively close to her boundary with the slightest perceived indiscretion resulting in a complaint against us. The Committee will look at ways to improve our operations to avoid offence where we can and communicating this to Council and Jo.

A positive also in the last month was the enquiry from the vintage machinery society to see if we are open to subletting part of Kelly Field. This will be considered carefully if discussions continue. So far there have only been positives, especially in shared costs and maintenance of Kelly Field.

To round out the year we had an excellent, well attended, Christmas Lunch at the Richmond Arms Hotel. The staff were only too happy to have us and did well serving the thirty plus attendees their lunches promptly. Highlights were the lucky door prize (Garth Wilmot) the most improved flyer (Bill Gregory) and the 'encouragement award' (Bill Jennings). I think everyone would agree we all had a good time!

On behalf of the Club and Committee I would also like to extend get well sentiments to Michael Hawkins who has recently had his hip operation and also to Ken Ward who is now recovering from a few operations.

I certainly hope you had a happy Christmas, and as far as the New Year is concerned I can only be excited to 'get back into it' and also see every one enjoying our great hobby

Regards,

Jason Bedelph

For Sale

I have for sale my immaculate Pheonix PC-9 nitro r/c plane.

A beautiful example, professionally assembled, mint covering & decals. Fitted with an os55ax engine, Spektrum receiver & satellite, Hi-tek HS455 servos & more.

Comes sold as a complete field kit, including Spektrum DX6i transmitter, field service tote inc power panel & brand new 12v battery, 12v hi torque starter & igniter.

Over \$2500.00 worth,

For sale now \$950.00 the lot.

I am devastated to sell it, but due to lack of time, it must move on, as it deserves to be flown!!

Inquires : Luke Baker 0450071842

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