



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

PO Box 1117 Rosny Park Tas 7018
Editor Stuart Smith 62477423
stuartsmith@netspace.net.au

More from the camera



The upcoming events

Fun Fly Event - AXN / Glider

AXN/Glider events co-ordinator: David Ellis and Bob Morrison

Event dates:

- **Feb 6th or 7th**
- **March 12th or 13th**
- **April 23th or 24th**
- **May 21st or 22nd**
- **June 18th or 19th**

The objective is a fun fly day with competitors able to choose in which or all events to participate in.

The events, although aimed at AXN / powered gliders, are open to all though some are more suited to electric models.

To make the fun fly day a little more exciting judging, time keeping and scoring will be applied, however this will be done on a fair and fun basis. There will be no prizes however trophies will be presented for each event and may entail a box of tissues, a trophy, or simply a lot of abuse from fellow participants and judges.

The following events have been planned for the above dates. Events, format and rules will however subject to change, modification, scrapping, etc. based on experience gained at these event days.

Check your emails if the weather turns against us on the preceding Friday

Event 1: Climb and glide

Each aircraft takes off / launches and has a set time (maybe 15-20 seconds) to climb as high as possible. The engine is then shut off and the glide time starts. Two successive rounds for the day. The longest average time wins (as long as the aircraft land on a generous landing area marked off on the runway).

Event 2: Precision landings

Pilot takes off / launches and gains a comfortable altitude and kills engine. Pilot makes a landing approach and lands aircraft. Closed to the target marked on runway wins. (Power may not be applied after landing approach commences expect if safety if compromised or there is potential to damage to aircraft)

Event 3: Ten pin bowling

A string with a table tennis ball is suspended from the aircraft close to the CG (String and ball supplied). The plane takes off / launched and when ready makes a run over the runway with the objective being to knock over a set of bowling ball pins (Plastic cups) with the table tennis ball. Three attempts permitted. The most cups knocked over wins.

Event 4: Bomb drop

A cup containing a light weight plastic ball is affixed to the aircraft with rubber bands near the CG (cup, ball and rubber bands supplied on the day). The pilot takes off / launches and flies to a safe altitude before making a pass over the target area. The pilot either dislodges the ball from the cup by

doing a loop, performing a roll or flying inverted (note that g-forces prevent the ball from being dislodged during a loop therefore power needs to be reduced when the plane is inverted). The ball/bomb that land closest to the target are wins.

DLG event calendar:

Event coordinator: Greg England .

The following dates are schedules where we can meet at the club weather permitting and try our hand at a few of the tasks used in the F3K (DLG) class.

Feb 13th or 14th

March 19th or 20th

April 30th or May 1st

May 28th or 29th

June 25th or 26th



Please feel free to advise if other events are on, or if the dates are unsuitable. You may prefer only to hold a day every second month. My aim would be to consult the weather gods on the Thursday before the designated dates and select either the Sat or Sun based on the wind forecast. If members would prefer one day over the other instead of having the option that's also cool just let me know your thoughts.

Here are a few useful links to DLG sites

<http://www.radiocarbonart.com/hlgmc1/> (great video to buy on the DLG basics, setup, launching, finding lift, worth every penny)

<http://www.armsoar.com> (great site for many DLG kits)

<https://vimeo.com/82620297> (video of the 2013 worlds in Denmark)

<https://vimeo.com/127414922> (video on the vibe DLG from Armsoar, nice images)

HMAC Scale day

Event coordinator: Bill Jennings

21 & 22 February 2106



Kelly Field - Flying Rules

We are in the process of updating our operations manual. At the moment it is in book format, in short supply and rarely seen by the pilots for whom it is specifically written which strikes us as about as useful as a lock on a toilet roll.

As soon as it's prepared we'll put a draft in a "Special edition" News Letter for comment. Any changes you think we should make let me know, by email please.

Aero modelling has changed dramatically in the last few years and the manual, written in 2007 is now as out of date as latex condoms.(to be fair - something most of us are not too concerned about) The changes proposed will in some cases offer greater operational freedom to members along with articulating sensible rules for safety and compliance with current legislation.

A recent example of change are flight restrictions on fire ban days. Models with NiCad batteries and methanol fuel would only catch fire if they hit someone trying to smoke a lit Roman candle, but now we have Kero and petrol motors, rockets, spark ignition and most of all, LiPo batteries which in a crash have the ability to start a savage fire to brighten even a sunlit day.

Checking with the Fire Service I was told our models met their "equipment with the potential to cause fire" description and were thus subject to fire ban conditions, so this is now part of our manual for all to read and enjoy. It tends to be a book entry as by and large, days of fire ban are both hot and windy so the impact on members should be minimal. However we are, and have to be seen, as responsible citizens despite the evidence associated with some of our efforts.

Another aspect of modern life - CASA is now introducing legislation detailing operations of FPV, Multi rotors, and helicopters. Any type of model we fly will be subject to some legislation and under our ops manual pilots are deemed to have a working knowledge of their obligations. It is on the MAAA (MOP) website so a glance at this from time to time is important.

Nils (bini108@gmail.com) for comments etc

Bill's scale column

Not much happening in my scale world at the moment but a funny thing did take place a couple of weeks ago. Funny? you be the judge. My used to be bestets friends in the US attended a deceased estate of a modeller in his area came across this radio that he thought would be a good thing for me. When I asked what type it was he answered "A Jeti". Now the only Jeti's that I knew anything about were those rough looking people swanning around in Star Wars. No so he answered "you haven't arrived if you don't have a Jeti". Bugger me I will have to ask now my second besets friend Jason he knows all there is to know about radios. He informed me they were the "Bees Knees" in radios. So I looked up the price of a new one, had a heart attack, recovered then asked my X friend in the US "how Much". When he told me the price I went weak at the knees and my eyes were like a rat in a cheese factory. What a great price, I then thought to myself "self JJ's mother will never let him have one of these and that would put me in front of him in the radio collecting game". "I'll take it quick"

It arrived in great shape and I unpacked it only to find it was mode 2. I turned the colour of bad poop until I was able to think again, "contact the Jeti people" self said to me. That I did and they assured me it was a simple matter for a competent person to do, this ruled me out. just at that moment a large shadow came across my bench I looked up and bugger me if it wasn't her that would be obeyed. I again turned the colour of bad poo. "What's this"? I replied it's a radio my dear. "None like all the other ones" she said, which is true a Jeti radio fair stands out. The only thing I could do was burst into tears and tell her "Nick, Jason and the devil made me buy it"

I can let you know now that dogs do snore in their sleep and my newest besets friend is Jason the competent radio person.

Safe flying. Bill

Presidents corner

The First month of the year is almost done with and plenty has happened or is on the go at Kelly Field
The committee has had its first meeting and set off into the new year with renewed vigour

Briefly, regarding a recent overfly complaint accompanied video footage, we are investigating ways to improve our operations.

Elsewhere in the news letter Peter Ralph our CFI has outline ways to make landings and approaches in Southerly winds. The option will be for a normal RH circuit or to land from a modified procedure turn which we encourage members to use. It will feel natural after a few practice runs since the turns are left hand which is our predominantly flown direction.

It also should be noted that this is only an option. If a pilot can turn and land without wandering far to the north during a right hand circuit there is no need for a procedure turn. The problem with planes heading too far north before final approach is that of perception, i.e. where the pilots stand in relation to the runway. If everyone doing Right hand circuits stood at the southern end of the runway there would be no problem, however this is not an option due to our layout.

Although the video footage was inconclusive, planes were turning beyond the power lines on Kelly Field. Planes should be turning before the power lines. Turning over or beyond the power lines is being viewed as intimidating, not to mention a possible overfly!

With us well into Fire season and investigation of Tasmanian Fire Service views on our operations with volatile chemistry (Lipos and fuel) on board a new policy will be no flying on a Total Fire ban day

Usually a Total Fire Ban coincides with a high fire danger weather warning issued by the bureau of meteorology, or if there are out of control fires around the state such as those last weekend. We will endeavour to get out a News Flash advising of the closure due to Total Fire Ban

The last thing we want is our northern neighbour complaining to the local authorities or worse still a newspaper headline 'Toy plane burns historic township to the ground'

Lastly total fire bans usually occur on uncomfortably hot and/or windy days so hopefully these will have little impact on club operations going forward. With a bit of luck, we may only have one or two more of those days this summer, and hopefully a great deal of good flying days amongst the rest!

Our fire fighting trailer has been completed tested by the fitter and the tank is ready for paint. Once I have it painted (this week by Noel Bedelph) I will get it delivered to Kelly Field for commissioning. Ironically it's not ideal to spray paint in humid rainy weather we are having this weekend!

Phew, now that's out of the way I am really looking forward to the next AXN outing, Bill Jennings Burgers (where have they been?) and also finally fling a DLG up in the upcoming DLG day

See you all at KF!

Regards,

Jason Bedelph

PROCEDURE FOR LANDING WITH WIND FROM THE SOUTH

This procedure is designed to ensure that models can easily be kept well clear of our northern boundary.

This procedure is designed to ensure that models can easily be kept well clear of our northern boundary.

1. Call loudly "Landing from the north".

2. Fly at a low to moderate speed and height, south to north, Parallel to north south runway as part of normal downwind leg
3. Turn right when level with the end of the tyres.
4. When in area of control line circle, start a 270 degree left turn. Judging the rate of bank for the correct radius turn will depend on type of model and wind speed.
5. When completed, the model should now be lined up with the centre line of the runway to make final landing approach. Adjust as required and land
6. Depending on wind speed and height of the model, use the throttle as needed to control rate of descent to

