



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

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More from the camera



No sure what he is happy about
but I can guess, check out the flight box.



A nice pair by Peter Ralph



Does he ever stop buying new models



More from the England's stable



A nice pair



**What the best dressed
HMAC members wear
on their birthday**

DLG event on 21 Feb





From left to right (JJ, Ben Greg, David and visitor Graeme a potential new member, fingers crossed))

A great day greeted 5 starters on Sunday the 21st February for some DLG (discuss launch glider) flying. For the first round of flying a ladder task was completed. This involves each competitor flying one 30 sec flight followed by a 45 sec flight then 1 min, 1 min 15 sec, 1 min 30 sec, 1min 45 sec then 2 min flights to complete the task. This needs to be completed within a 10 min working time. As the weather conditions were ideal and small thermals were plentiful everyone managed to complete this task quite successfully. For the next round an all up last down task was chosen. A 3 min maximum time limit applies and most competitors managed to achieve this time as well, with some getting strong thermals and not bothering to come back down after the 3min window. This just goes to show how seriously we take these events!!! For our last task we tried our hand at a bit of poker. As the name suggests each competitor must call a time between 0 sec and 10 min and complete that time before calling again. Since there is only a 10 min window for the round the maximum time that could be called is 10 min. Most of us were a bit more conservative and with the thermals becoming a bit hard to find 2-3 min was a good call. Yours truly called 6 min and failed miserably, I suppose that's what you get for trying to be a smart arse. Anyway a good time was had by all, pity Jason couldn't make it as this would have made for six starters which is pretty much what the Victorians have attend their monthly rounds. When we all get a bit better we may have to arrange a more serious competition and actually write some results down.

Very good article on Lipo batteries

It's well worth the read. Check out the following site.

<http://www.theampeer.org/Learning-LiPo/Learning-LiPo.html>

Restoration project

I was at the Aero Club yesterday and a committee member enquired if any of the HMAC members would be interested in restoring a small model Tiger Moth that hangs above the bar. Expenses would be paid for.

The model is around 900mm, probably a Keil Kraft or similar kit from the 60s or 70s, tissue covered and painted, and is complete although top wing is off.

As would be expected, the tissue has become brittle and punctured in various places, so the entire airframe will need recovering, preferably in film. They are not in any hurry to have the job done.

If anyone is interested, I have the model and can bring it to the club on a flying day, or by arrangement.

cheers, Peter Gard peter.gard@hotmail.com 0448 010 035

Presidents corner

Well the short month is pretty much done and still plenty has been happening around Kelly Field lately, even though my visits have been fewer this month due to work and family commitments. However it is small consolation that I have been told 'there have not been many good flying days', such is the flying itch we have to scratch.

Those of you that attended the AXN/Glider fun fly event would already know it was a lot of fun and I am looking forward to the next one! If you didn't get to attend you will certainly be rewarded with a grin from ear to ear if you join in at the next event. Thanks to David Ellis and Bob Morrison for the fantastic day and those burgers were very good.

It was also fantastic to see the pics and hear about the recent DLG day friendly competition and thanks also to Greg England for organising this get together. I sure don't want to miss the next one.

Roy Cordiner with Nils Powel's assistance have been very busy working on the resubmission of the Tasmania Community Fund Grant for funds to purchase a tractor and slasher. I would like to extend thanks for the effort involved in getting this in. There is certainly a lot more to it than meets the eye as we found out last year. Fingers crossed there!

You may have heard that there will be some equine visitors to Kelly Field soon and we certainly look forward to having Jemma Oakley's horses on Kelly Field. This should be a win win for both party's with the grounds and boundary grass kept in check and also an extra person coming and going to keep an eye on the club.

Members will be able to view the agreement between Jemma and HMAc on club house notice board soon, but briefly the horses are at Kelly Field at the owners own risk although members are asked to not enter any horse enclosure unless retrieving a model . Thanks Nils for taking drafting up this agreement.

Regarding the Fire Fighting trailer, due to time constraints I was unable to get the tank spray painted when I wished. Rather than delay delivery any longer I have delivered the trailer and pump to the equipment shed for commissioning and testing, painting of the tank will be organised at a later date.

The committee had also made the decision to purchase some hand held two way radios to assist with club operations, a three pack was recently purchased and will be available soon. The Radios will be kept in the main club house with spare batteries to be used by members and spotters when required.

HMAc now has a presence on the social media site Facebook (administered by Adam Combe).

https://www.facebook.com/HobartModelAeroClub/?fref=pb&hc_location=profile_browser

Well that's about all, hope to see you all at KF soon, Regards, Jason Bedelph

Bill's scale column

Another month gone, not much flying and not a terrible lot of building for that matter, still trying to get my head around "Jeti".But I WAS TALKING TO Chris Rowe last flying day at KF and he is starting on building a Spitfire, here is where he is up to.

Hi Bill, from Chris

As discussed at Kelly Field yesterday, I noted your reference in the last News Letter to my decision to finally tackle a Spitfire as my next building project. It is certainly something that I have wanted to do for more years than I care to remember and, if I don't do it now, I probably never shall!

Most R/C Spitfires that one sees, tend to be modelled on the earlier Merlin powered variants, as flown during the Battle of Britain and immediately thereafter. For my part however, I have decided as usual, to do something a little bit different, and build a replica of the so called "Rolls Royce Spitfire" PS853. This beautiful aeroplane is a fully restored Griffon powered Mk 19 photo reconnaissance version, maintained by Rolls Royce and currently flying on the exhibition circuit in UK. Of special

significance to me however, is that this particular aircraft now operates from the East Midlands Airport, formerly RAF Castle Donington, a wartime airfield located just a kilometre from where I grew up as a child. One look at the attached picture will reveal just why I was inspired to build a replica of this particular Spitfire; for me at least, it is quite simply the most beautiful aircraft that one might imagine!

Yes, plans have indeed been seen on my work bench, but there is an awfully long way to go. At this stage those plans are no more than enlargements of 1:72 drawings of the full size aircraft, printed at the intended model scale of 1:9. Design of this particular model has commenced with the retracting undercarriage detail, simply because the mountings for the U/C must obviously form an integral part of the wing structure. In the case of a Spitfire the design is however somewhat more complex because, with the U/C retracted the wheels are angled backwards to clear the main spar and, when lowered, they must be angled forward to place the wheels ahead of the C/G. Add to this the requirement that the wheels must obviously track straight ahead when deployed and lie flat within the wing when retracted, and you are faced with a three dimensional trigonometric problem of considerable proportions!

Fortunately I recalled seeing an article on just this subject, somewhere within my collection of Flying Scale Models magazines. After some searching, I was able to locate an article by John Carpenter, entitled "It's all about Angles" describing a technique for dealing with this problem that he had learned many years ago from Dave Platt. The following is an even more simplified explanation drawn from that article, that may perhaps be of interest to other Club members faced with a similar dilemma!

From the plan, measure the angle that the leg is raked forward from a line drawn vertically at right angles to the lower surface of the wings (Spitfire 19 degrees). Next measure the angle that the leg is raked back from the main spar when the U/C is retracted (Spitfire 16 degrees). Add these two angles together and divide by 2 - for the Spitfire that comes to 17.5 degrees. Armed with this figure, all that is necessary is to mount each leg of the U/C with the pivot (trunion) axis set at 17.5 degrees toe-out and 17.5 degrees of positive incidence. Note that, for an aircraft with the undercarriage retracting inwards, the pivot axis must be set with toe-in rather than toe-out! Finally, adjust the angle that the leg makes with the pivot axis, by bending the leg slightly forward or backwards, at right angles to the axle until the wheel is correctly positioned when retracted. For the Spitfire the leg will have to be bent about 1.5 degrees forwards to replicate the scale positioning.

In the article quoted, it was admitted that the suggested method might not perhaps be the perfect mathematical solution to a complex problem. I therefore decided to build a simple mock up using bent fencing wire and a couple of pieces of timber/particle board, to see if it does actually work. I am pleased to confirm that, perhaps surprisingly, it certainly does - just as long as you take real care in getting all the angles right!

Chris Rowe

