



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

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From Peter Ederle



Mate, have been really busy, but have been able to put together a cub. It's a VQ model, most people say pass..... but I checked it out before buying it . 108 inch wing span runs a turnage petrol 33cc motor. as usual there were a few hiccups , but just beautiful, a good all rounder. .

So now to the next project. I bought a 1930 Monocoupe 110 racer. Has a 80 in wing span and they say it's supposed to have a 38 cc petrol. but after some research I decided with a 53 twin. Bill put me onto it . It's a XYZ 53 cc boxer donk. Should make this thing go. Am in the process of beefing this thing up to accommodate the extra power , but it is a racer so it has to go fastnes pas.....It will be running a 23x10 prop. Can't wait to finish it, as the motor turned up today. Have not much time these days , but

Mary and I are going to Tamoorra NSW, there's a big museum there and this weekend coming there's a spitfire and mustang plus three others that I can't remember that are flying in . Can't wait to see that , will take lots of snaps. Anyway hope all is well. Will on send this to Bill , Nils and Garth. Plus a whole heap of others Hope you don't mind . Hope all is well with everybody.

Cheers Peter E

War Bird Sale

E 109 in Swiss Colours.



55 inch span, complete with motor, servos, and electronic retracts.

It will require a 60 amp ESC, a 4 cell 4000 mAh battery and a Rx.

Sale price \$80.00

Kawasak1 Ki-61 better now as the "Tony"



54 inch span, complete with motor, servos, and electronic retracts.

It will require a 60 amp ESC, a 4 cell 4000 mAh battery and a Rx.

Sale price \$80.00

Contact Stuart on stuartsmith@netspace.net.au

Bill's scale column

Sorry about missing last month but a few health issues, mental and physical got in the road. Some of the photos from our last scale day.





Continuing on from Chris Rowe's building of the retracts for his Spitfire the pro to type is done, and works! Remember Chris does all this by hand no milling machines or lathes. I will let him tell the story.

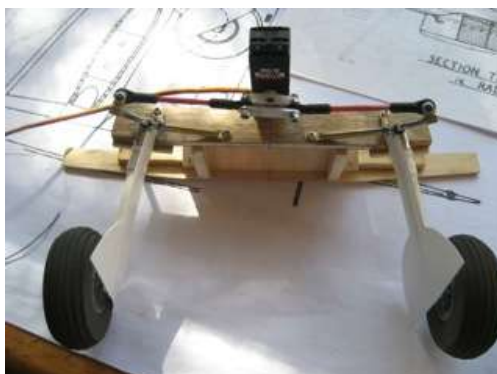
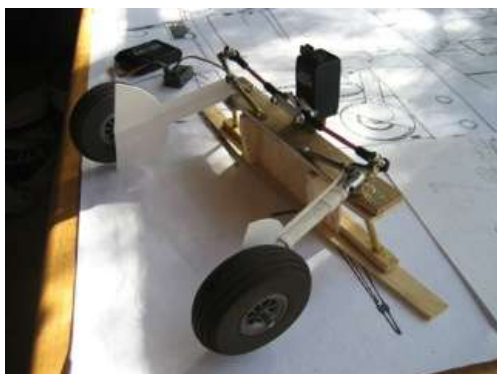
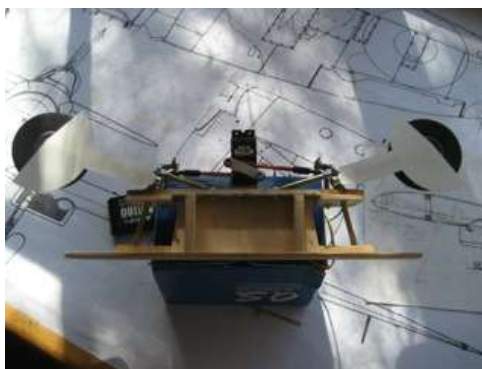
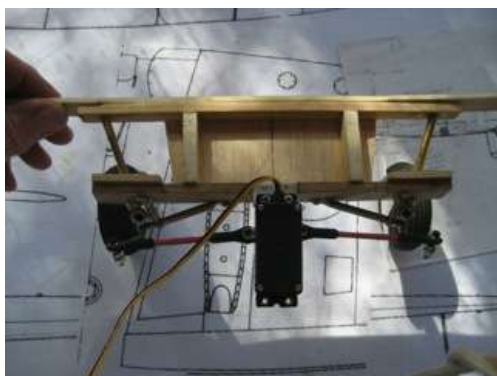
Following up on my previous email you will note, from the attached photos, that I have in fact now completed the construction of my Spitfire retracting undercarriage. It was a truly challenging project for a number of reasons, and more than once I must confess to being on the point of admitting defeat. In the end however, I was able to find a workable engineering solution, and I am really pleased with the result. The problem now is that I suspect I am in danger of wearing out half the parts used, simply because I like watching the system work correctly!

I don't propose to attempt to describe in detail how the final solution was reached. Suffice to say that it is operated by a single Hitec HS-75BB Retract servo, driving two 4-40 push rods that are fitted on both ends with Du-Bro Heavy Duty Ball Links. The standard nylon servo arms have been strengthened by the addition of a secondary aluminium stretcher that parallels the servo arms and links the other side of the ball link attachment bolts, all of which are aligned with the two push rods to create an effective locking arrangement when the wheels are down.

As can be seen from the photos, the U/C trunnion bearings tilt upwards and outwards at the magic angle of 17.5 degrees, as previously discussed. These bearings are mounted through the 5mm thick Tasmanian hardwood main spar dihedral brace, with this point on the spar being further strengthened with the addition of a 5mm ply doubler. The front end of the bearings are retained by a 7mm pine doubler that is epoxied to the 5mm ply L.E. dihedral brace that will also carry the forward wing retaining dowels. The end result of this arrangement, is that all of the landing forces are delivered directly to the two strongest parts of the model.

The critical attachment point at the rear end of the trunnion bearing axle, has been supported by a combination of steel split pins that serve as additional bearings and, once again, as a means of transferring critical landing loads directly back to the strongest part of the wing spar. This use of split pins was prompted by recent article in RCME and, in future, I shall certainly ensure that I always have an adequate selection of these cheap but immensely useful fittings in my workshop!

Now to the really interesting bit - the final weight! Well, the assembly as pictured, complete with wheels and attendant bits and pieces including the servo, weighs in at just over 8 ounces. This weight includes of course the heaviest individual parts of the wing structure, the hardwood and ply dihedral braces which alone make up some 2.5 ounces of the total. Now the job of designing the rest of the model can get underway!



A polite reminder

While I realise that there is still about 10 days until nominations for club office bearers close, interest to date is completely underwhelming!

There is the usual apathy and leave it to someone else mentality reigns supreme. As in many organisations, the majority are quite happy to sit back and expect to enjoy the benefits of membership with as little input as possible.

While I am hopeful that this little “polite “reminder may result in some members getting off their posterior and put their hands up, I won’t hold my breath!

Garth Wilmot.

Another war bird sale

Duraflly Spitfire 1X

Complete with retracts and speed controller etc, just needs a receiver

Sale price \$100.00

Contact Peter Lambert on rtpelectrix@hotmail.com

Presidents corner

Well the end of the committee year is closing fast and the AGM not far away, set for Sunday 19th of June.

To wrap up the year we will be commissioning the fire trailer, freshly painted by Adam Combe, after the AGM, starting the pump and 'putting out a fire'. Hopefully the fire is metaphorical and not from a heated meeting!

Recently Roy Cordiner submitted a grant on behalf of HMAAC under the 'Tasmanian men’s shed program' for funding towards a maintenance vehicle for Kelly Field. The vehicle would be a golf buggy converted with flat bed for use around Kelly Field and towing the fire trailer. Thank you very much Roy for the work involved in submitting this grant. No news yet on the Premiers department website about successful applicants, but hoping we will be one of them!

Onto more serious business, regarding the proposal from the Vintage Machinery Club. I have received plenty of negative feedback regarding this proposal and must say I do find it incompatible with the operations at Kelly Field by HMAAC. The proposal has grown from initial contact, and among many considerations are those of safety, compatibility of the two clubs using Kelly Field, types of equipment to be operated and HMAAC's previous experience of land sharing with another club have been enough to dampen the idea. Remember this is an item on the AGM Agenda where members will be able to express their opinion.

Some sad news that has reached many HMAAC members already is the recent passing of our editors wife Margaret. On behalf of HMAAC I would like to offer our collective sympathy to Stuart at this difficult time.

Garth Wilmot and Bill Jennings attended the TMAA AGM on Sunday 22nd of May. The minutes will be distributed by our secretary once valuable, however a few things that are of immediate interest us are that the TMAA and MAAA fees were set as the same as last year, HMAAC will host the State Scale fly in at a date to be set, and lastly all clubs agreed to share newsletters in an attempt to coordinate events. Thanks Garth and Bill, I am looking forward to an action packed state-wide calendar!

I have also been in correspondence with the Bellerive Rotary Group, which will be hosting a 'Drone Fest' in October. More info here <http://whysci.org.au/event/dronefest-2016/> HMAAC committee will discuss at upcoming meetings. This may be an ideal platform to promote our operations to the public.

In other goings on, the small mower will need servicing due to oil leaks and an 'odd noise' so to all of our tireless ground crew, please note it will be out of action for a short while. Thanks Phil Hubbard and Bob Morrison for sorting the service requirements and Phil for tailoring it to the mower shop.

Lastly I would like to thank all those who help out any way they can, Peter Ralph for his ever busy training regime, Stuart Smith for his efforts in publishing the newsletter and any of other members who I may have forgotten that pitch in to do their bit in making HMAc what it is, a great club to be a part of!

Now all we have to wait for is another fine day like that of the 21st of May, a great day with lots of members soaking up the rare vitamin D on offer, running LiPo packs to the last electron and fuel tanks to the last drop of methanol. Great time had by all, so hoping the next flyable day is soon.

See you at KF

Regards,

Jason Bedelph