



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

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### More from the camera man



### My new Toy



The test flight was not very successful it will require a lot of trimming and re-balancing, the landing or should I say the damping was not good, it now requires a complete new under cart.

### **From the flight lines.**

For a couple of our local Bronze Wing aspirants, training has been very low key.

The extended periods of on and off, extremely inclement weather have left very few windows of opportunity for trainees to improve their skill.

On the model side, Phil Cuthbertson has purchased a Bixler 3 to complement his nice electric Boomerang. When assembled, and sorted out, he should find it a very enjoyable model to fly.

According to those who have flown them, they are top of the class for this type of model.

David Kettlewell has done a neat job in getting the glow motor powered club trainer back into an airworthy state. Is an excellent handling model and ideally set up for a trainee. David is flying it competently, but unfortunately it has been difficult to get much tuition in due to the large amount of wet and windy weather.

### **Bill's scale column**

Some good news to share this month. A well known member has come in out of the cold (ARF's) and seen the light. David Ellis is building a Top Flight Corsair and has sent some good stuff of his build. If this model turns out half as good as some repairs that I have seen David do on an ARF it will be a ripper!

## **Kit Build Tread - Giant Scale Corsair F4U**



production automation and cheap labour RC building this skill is rapidly becoming a dying art.

The box of goodies arrived and weighed a ton. On opening the box I found out why. Balsa was packed so tightly that I wondered where all this wood would end up in the plane. Closer inspection revealed that there would be enough off cuts to build another model.

Figure 1 - The box



The manual appeared to be fairly self explanatory and contained enough detail, including photographs of how to put the aircraft together, just the way I like it. From the onset I had no intention of rushing through this build, actually I had no choice since work commitments keep me pretty busy.

I started with the tail plane and fin and these were when fairly easy. I must say the kit was well engineered and included a lot of material strength components that add some additional weight to the model. When I compared it to lightweight, computer engineered and material/cost efficient ARF models I believe over engineering is a prudent and sensible approach since there are some extreme forces applied to models during flight. It was at this point I realised the reason why it would require a 50-70cc motor to lift it off the ground. Wood, wood and more quality grade wood was used and not the soft white spongy stuff we get locally but good grade balsa, ply and basswood.



Measure twice, cut and glue once all became very apparent very early on in the build when I ended up with things glued incorrectly or cut to the wrong size all because I took short cuts. These amateur mistakes made later steps in the build process simply impossible and required cutting things apart and starting again. Funny thing is I did this a couple of times before I learned my lesson. The manual also come with an appendix of corrections that have been assembled from other builders' experiences. Again after a couple of school boy errors I adhered to these amendments and by doing so prevented time consuming and frustrating surgically remodelling down the track. There we a number of other little tricks of the trade in the instructions that made the build a lot easier such as the orientation of the grain, gluing and pinning techniques. The Corsair also has its fair share of compound surfaces were balsa needs to bent and spaced into place and without the guidance of others I would have

struggled in this department. Follow the instructions in the manual on your first major build and don't be afraid to ask experience builder for help. Build trends are also a very helpful source of information.



The build has progressed well up until this stage and I thought that putting balsa and ply parts together would constitute the bulk of the work. Not only was I wrong I was wrong by a long shot. After the primary build there is lot more to come such as:

- Sanding, fibre glassing, sanding some more, cleaning up, sanding some more.
- Preparation for undercoat and final colour scheme or covering.
- Test installing all the operating surfaces, servos and electronics including redundancy system.
- Installing retracts to ensure reliable operation.
- Installing and running-in the power plant.
- Pre-flight checks and radio setup including setting CG and surface throws.
- Heavy model inspection and certification.
- Maiden flight.

So far I am at the undercoat stage but now need to contemplate a couple of issues. Firstly, the purchase of the major hardware components which includes the retracts, the tail wheel, motor and servos. Secondly, what type of finish is going to use on the model - is it going to be covered in microfilm or painted? I plan in the next edition to update you on these and other issues encountered in the build progress. Till next time then keep them in the air.

## **Presidents corner**

Winter is well and truly upon us, and it seemingly even too cold for the building shed, so what better time than to break out the simulator and brush up on those skills we have keenly honed over the years.

Over the last month, with fine days in short supply flying time is very limited for most members, so it is important if you have access to a sim to 'have a few flights' so you don't feel too rusty when that good day arrives. There is always the PC in the clubhouse too.

Use of simulators was again highlighted for myself at the Instructors course at HMAAC on Saturday the 30<sup>th</sup> July. With a reasonable amount of time spent on the sim with a 'student' on the buddy box demonstrated how valuable a training aid sims can be, notwithstanding a student (aka another trainee instructor whom shall remain nameless) 'making life difficult'.

The Instructors course was run by members of MASA, with Neil Tank (also the MAAA president), Jon, Bill and Gary. On behalf of HMAAC I would like to extend thanks to the TMAA executive and the MASA team for organising and running the course. A very well thought out and run course with lots of requests for feedback on the way the course was structured and the content of the lessons taught.

The Instructors course was well attended by members for southern clubs and proved to be very insightful and informative course concentrating on communication, safety and dexterity training. With participants required to be Gold wings holders, actual flying standards and general knowledge were rightly expected to be high, as was demonstrated by the 'entrance' questionnaire. I am hoping all participants managed to attain the instructors rating!

With the unfortunate unfolding of a recent incident I feel obliged to remind all members that we should hold ourselves up to a high standard regarding respect and fairness towards one another. We have a right to socialise and enjoy our pastime free from harassment and discrimination. What one person sees as a jest may actually be offensive. I know generally HMAAC members are thoughtful and mindful of how they treat others and portray the association in general so it is not lightly that I bring this up nor do I wish to have to do so in the future.

An update regarding the Vintage Machinery Society, I was recently contacted by the Clarence Council with a 'please explain' about HMAAC's decision. This was not entirely unexpected. After discussing HMAAC's position and reasoning on the proposal with Council I am hoping this is an end to the matter.

The committee has also only received one submission for ideas regarding our 50<sup>th</sup> Anniversary, so if you have any don't hold onto them! Lastly, I have not seen many submissions for the Logo competition, however the ones I have seen are very good. So if you think you have an idea to commemorate the anniversary or a logo please pass it on to the committee.

I Have just received word from Tony Sheppard that all Hobart participants in Saturdays Instructors Course have passed an attained the instructors rating.

Congrats to all especially our new HMAAC instructors Jay Jay and David Ellis

Regards,

Jason Bedelph

Ps sigh of relief that I passed

### **Question to committee:**

I have been wondering whether HMAAC has ever considered organising an indoor flying venue, or putting up a shed on site for that purpose. Since it seems that most (well a lot anyway) days in a typical year are unsuitable for most outdoor flying activities, indoors might provide an interesting alternative.

I have been googling on the subject for a bit, and it appears that indoor flying is typically undertaken in existing sporting facilities – a basketball court being a quite suitable size.

I'm pretty sure there are (or have been) other clubs around that have had indoor flying – I saw some video and actual models at one of the Model Makers and Collectors exhibitions – so there might be someone around who could provide a bit more information.

Just a thought. Cheers, David Kettlewell