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

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

The upcoming events at Kelly Field

AXN and glider – 12th/13th November.

Swap meet, "bring and buy" 26th November

DLG glider Sunday the 27th November with a practice day on Saturday.

Christmas lunch:- we are booked in for 1200 midday at the Richmond Arms on the 4th December. Same routine as last year $25 a head, choice of 2 menu. Be there or be square!

Reno & Rare Bear – 14th/15th January.

Tom Boy, Vintage & Control-line – 18th/19th February.

Events with the exception of the DLG event all other events are scheduled for Saturdays with Sunday being used in case of adverse weather.

Scale day:- date to be advised later

More from the camera man

Icarus, he's not, but who is he?

Even Peter's ducks were not impressed

A blast from the past via Peter E

Recent working bee

Before

And some where in between

There's always a need for supervisors

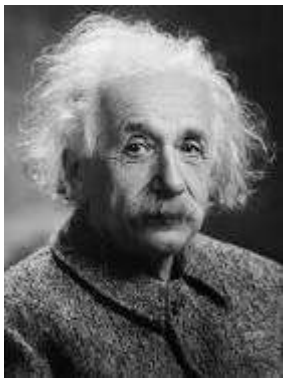
The finished result.

Bill's scale column

After a lot of pushing from Stuart, Garth (angry ant mob) and others. I have decided to come in from the cold and go with electric stuff. I tried very hard to gather information on this side of modelling from my ex besets friend Jason but could not get much from him. I was directed to one of nature's gentlemen and a wizard on EDF's, Greg English so I am extremely educated in whats, wheres, volts sells ect. Armed with this knowledge I pulled out a f/g fuselage that I had of a F86 and that not being enough laid up a glass fuselage of an F100 which is progressing rather well.

During this time my old mate in Canberra Peter E called and I was explaining what I was doing. this was a waste of time as Peter is an old I/C motor man and I could tell straight away that what I was telling him about this electricity stuff was going over his head. He then asked "what motor" and I told him a 450 200 watt inrunner motor. Again straight over his head. What radio he asked? Now come on Peter, I answered what do you recon to use on a Jet model! A Jeti of course.

I contacted Jeti and explained my project and they are going to send down their "Gun" programmer to help out.



More exciting stuff next month.

Fly and think Safe.
Bill Jennings

Presidents corner

So if you have managed to dodge the weather and get to Kelly Field recently, you will have noticed some improvements to the shelter. The old shade cloth and fibre glass sheets were replaced with new tinted laser light. Big thanks to Barry Gerard for organising the materials required and also thanks to all the others that pitched in and help fit the sheets, or supplied nourishment for the workers (in the form of cake). This improvement will no doubt be appreciated in the coming months, offering better sun and wind protection than before.

Once the weather does improve the committee plans to have the floor of the shelter concreted, so our long suffering stalwart members who brave the wetter months can hang up their wellingtons for good!

Barry has also been very busy about the club of late, organising a team to tackle the prevailing onslaught of spring grass growth. David Kettlewell and Julian Scott have stepped up to help out an expanded team including Phil Hubbard and Bob Morrison. I would like to remind you all that it is the continuing efforts of these gents that give us such fine runways and grounds. Thank you gents and I am sure that if anyone else would like to help out there is always room for 'more hands'. Barry has also secured a donation of tiles from Rossetto Tiles in Hobart to mark the edges of the runway. Thanks to their generosity, it will be much easier to maintain the 'straightness' of the runways.

To protect this investment of many man hours curating the runways, the committee resolved to spray for grubs again this season, if and when required. Whilst an inconvenience it was deemed necessary if we didn't want a repeat of last year's plague of grubs. The committee will keep members informed if and when spraying is required.

Upcoming we have some exciting events, so if you want a fun day out, join in. The emphasis on all our events this season will be as last season, join in and enjoy yourself. I am keen for a few fun outings after these last few months! An events calendar should be elsewhere in the newsletter.

After last year's Christmas get together at the Richmond Hotel, we have decided to do it again following the same format. Please email myself if you plan on attending so we can let the Hotel know of how many to cater for.

See you at KF!

Regards,

Jason Bedelph

A real blast from the past

—Photo courtesy "Mercury," Hobart.

BEAUTY AND THE BEAST. Two of the prettier sides of aeromodelling — a scale Thunderbolt, built by Arthur "Seaweed" Wylde, of Sydney, and an Intruder Mosquito, built by Neil Stewart, of S.A. "Seaweed's" model provided the most spectacular scale crash possible to see during the Scale Event at the last Nationals. Pat Hiscox and Jackie Walter are holding the models. The Beast in our trio is the Jet. A vicious, unpredictable thing, it is the least attractive of all models, but is the most spectacular when in the air. Preparing David Reynolds Jet are D. Smith, R. Wheeler and L. Baxter, members of the Hobart M.A.C. The model flew at 95 m.p.h.

Club News (cont.)

Next month we are holding our Club's competition and with good weather we will be able to give you a detailed report.

All correspondence to Box 2278, G.P.O., Sydney.

ARTHUR LARRITT,
Publications Officer.

Tasmania.

HOBART MODEL AERO CLUB

We here are 100 per cent. control fliers due to lack of suitable free flight grounds.

On the Monday holiday of 12th June the H.M.A.C. in conjunction with the Launceston Club staged a public demonstration at Clare Street Oval, Hobart. Over 40 models were flown and the meeting was attended by over 1,000 spectators. The greater majority of models flown were stunt jobs. Our leading stunt fliers, Geoff and Bert Leverton, flew Yulon 30 powered models. Reg Wilson, Garth Wilmot, and Bruce Synott, flying Frog 500 powered stunt jobs, helped to give the spectators plenty of thrills.

Only two Class B speed models made an appearance, Bruce Synott's McCoy 29 Little Rocket which did not get airborne and the Leverton Twin's Eta 29 speed model which made two excellent flights at 98 m.p.h. The highlight of the demonstration was the first flight of David Reynold's Squirt powered by a Juggernaut Redhead, which reached a speed of 95 m.p.h.

Dave Jacobs, from Launceston, pleased the crowd when his big sidewinder Tempest stunt model shed the outboard wing after a loop.

On 30th July we flew off the Bridges' Stunt Trophy, which resulted in an outright win by Geoff Leverton, who flew a 350 sq. in. Yulon model through every manoeuvre in the schedule (Plymouth Rules) in a most polished manner. He was followed by Bert Leverton flying a similar model. Bruce Synott was third. Manoeuvres were called by public address system to each contestant in a manner similar to the Nationals and was judged by Dave Christian and D. Reynolds. Mr. Bridges, the donor, presented a fine trophy.

Coming events here include a demonstration at the Royal Show in October and a trip to Launceston in early November. Stunt flying is dominating everything else at present. Success seems to come mostly from Class B motors such as Yulons and Frog 500s. Best spoken of stunt motors are the Yulon, Frog 500 and Atwood Champion/Glo-devil. A number making good progress have Atwood engines on the way form the States. D. Reynolds is our lone jet flier and expects to push the speed up soon with the arrival of a Dynajet and Super Squirt Kit. Royce Wheeler is perhaps our unluckiest modeller, writing off three Atwood models in quick succession, including a Super Zilch without getting anywhere. Those flying 5 c.c. stunters have been building "crash proof" models lately, and it is not uncommon to see these jobs time and time again bounce in full bore crashes. This seems to have come from plenty of block round the nose and spruce spars and edges in the wings. With the emphasis on stunt, racing motors are "out," and Tempests and Eta 29s are hard to dispose of and some modellers have trouble in selling highly regarded McCoys, etc.

LAUNCESTON MODEL AERO CLUB

This is our first news item, so perhaps a little history would not go amiss. The Club was formed in 1946 by five or six members, including the president of the Aeromodellers' Association of Tasmania. It has since expanded and though still small most phases of model flying have been covered.

Control line and free flight power are most popular at the moment. Team racing is commencing, most models being powered with Frog 500s.

L. Cordwell is building a 5 ft. span Pursuitier powered with a Gee-Bee 50. Charlie Jones and David Nobes are our most active free flight members at present, and have had a number of cross county flights. One Hi Ball with an E.D. Bee made a flight of 5 minutes 17 seconds.

Paul Roper has a Dynajet but so far has been unsuccessful in getting his model airborne.

The Club is holding an all control line meeting in Launceston in conjunction with the Hobart M.A.C. on 6th November.

Late addition to Bill's scale column

Hi Bill,

It's a while since I provided you with my Spifire undercarriage article for publication in your Scale column. As you are aware however, for reasons that I won't go into, I subsequently put the Spitfire project on hold and made the decision to build something simpler, like the Fournier RF-4 model that I was interested in a couple of years ago. As many Club members may recall, this 1:6 scale 74" span model was to be based on plans for a semi scale Fournier published at that time by RCME, with "minor alterations" to correct a range of non scale features incorporated in that particular design; the most obvious being the absence of a scale retracting undercarriage! I decided at the time that, if I was to going to experiment with scratch built retracting undercarriages, the Fournier was a good place to start as it only involves one wheel!

As most members are aware I did eventually complete the construction of a working Fournier retract mechanism that replicates, almost exactly, the full size system. At that time I decided however not to proceed with building the model, following dire warnings received from a number of Club members, that model Fourniers can be notoriously difficult and unpleasant to fly. So my retract system went into a box, and I built another Pottier instead!

Now, after once again deciding that I really wanted to build a Fournier, I studied the published plans very much more carefully, and realised that there were a lot more modifications necessary if I was to build a scale model of the quality and accuracy that I aspired to. The biggest immediate problem was however the belated realisation that an IC powered example, as originally designed, was completely impossible simply because the undercarriage in a Fournier retracts upwards into the fuselage between the pilots legs right into the space in a model in which the fuel tank must be located! I gritted my teeth and decided that there was simply no choice; my Fournier was going to also have to be be my first scratch built electric powered model, obviously necessitating even more modifications to the original plans.

Not content with these minor issues, I also decided that as the full size Fournier is equipped with spoilers to make it somewhat easier to bring safely back to earth, my model needed to have them too - but do you think that anything remotely resembling the Fournier's spoiler system is conveniently available from Hobby King, or anywhere else for that matter? Yet another challenging problem to wrestle with!

So where am I up to now - the attached pictures tell the tale! As is my usual practice, I started by building the easiest bits at the tail end first. These were inevitably modified in construction from the original plans, simple because built up structures, when covered, will not only accurately reflect the full size structure but, more importantly, will be significantly lighter where it really counts!

As can be seen, the wings are also now almost complete, with operational spoilers that replicate the structure and operation of the full size aircraft. Each of the four spoiler elements on each wing, is made from curved ABS plastic and mounted on balsa arms epoxied in turn to an aluminium torque rod mounted behind the upper spar cap. Both spoilers are actuated by a single 14 gm servo mounted in the wing centre section which, you may be surprised to learn, can through appropriate linkages, deliver sufficient torque to warp the uncovered wing structure if the servo travel limits are not set very carefully indeed. As that warping effect acts to increase the angle of attack at the wing tip on deployment of the spoilers, the effect would be to negate the built in washout, with potentially catastrophic results on a slow landing approach!

Even without the significant complication of inbuilt spoilers, these wings have been a real challenge to build, and anyone thinking about building a scratch model such as this one, should certainly not underestimate just how long it is going to take. Most of the models I have built previously have featured parallel chord wings of relatively low aspect ratio; building long thin and tapered glider

wings is a whole new experience. The satisfaction gained from completion of the project will, I am sure however, be more than sufficient reward!

Next - the fuselage!

Regards Chris Rowe