



Hobart Model Aero Club Inc. (00549C)

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Newsletter – November 2019

Editor – Sue Venn

President's Corner

There is little to report this month as flying has been without incidents apart from a propeller strike and the weather is becoming a little more kind to us so no moaning about the cold.

As we are approaching Xmas, the Committee has decided that we shall have a luncheon function similar to last year on Sunday 15th December. A flyer will be published shortly with all the details and we ask for your support because not only is it a day to socialise but also helps with our finances for the year.

Those who have recently been to KF will have noticed the hoovering of the grass by the pesky 'Cockies' and grubs. Things will be a little untidy for a while until they have done their thing, then we will tidy up the grass surfaces.

I have been in touch with Ian Searle recently regarding his medical situation and I believe things are stable at this time.

Ian is donating his aircraft and other items to the club to sell and raise funds for the club. This was done not so long ago with other items and contributed to our funds. We thank Ian very much for his generosity.

I will arrange an inventory shortly with Ian and publish the details in the November Newsletter. Items not taken up will be for sale at the 'Buy and Sell' to take place on the morning of the Xmas lunch. Garth will be in charge of this again this year.

Bob Miller, a member of the club, recently lost his son and his fiancée in the Helicopter accident in northern NSW. A condolence letter was sent to Bob and his family on behalf of the membership.

Going back to the mention of a propeller strike, Nils as 'Safety Officer' is going to report in this edition on procedures to be adopted to keep pilots safe from surrounding aircraft during startup and address in particular the necessity for prolonged engine runs at the pits.

Well that is all for the moment.

Happy and safe flying,

Barry Gerrard

Props are dangerous *To state the bleeding obvious*

An incident a few weeks back could have been serious. A model powered by a 70 4 stroke was started and allowed to idle at about 1/3 throttle while the pilot stood in front getting sorted.

Suddenly it backfired and shed the prop. In this case, the 3 blade prop travelled forward and hit the pilot in both knees grazing the first and giving the second a good whack. Whilst the cut was only about 3 cm long it was deep enough to require a hospital visit for cleaning and stitches.

I've never seen a prop travel directly ahead. I recall one of my Laser 70s went through a period of backfiring and shedding 2 blade props and each time the prop flew harmlessly out to the side and though potentially dangerous, lost energy very quickly. Despite much investigation and unsavoury language, I never solved the backfiring issue and it ceased as quickly as it started with the motor behaving impeccably ever since.

A couple of things arise from this incident

1) Did the 3 blade prop get some stability which allowed it to travel forward? A 2 blader becomes unstable almost instantly losing energy but maybe a 3 blade prop acts something like a Frisbee and could travel a relatively lengthy journey directly ahead. Just Duno, but especially if you use 3 blade props getting behind the prop arc as quickly as possible is probably a good idea.

2) A minor incident but if the owner had been kneeling down the prop could easily have destroyed an eye and have sufficient energy to possibly penetrate the eye socket in which case a nice quiet morning at Kf suddenly becomes a nightmare.

A further note regarding prop strikes. Our props may look clean, but bear in mind they lay in toolboxes, hit the grass and dirt in poor landings etc thus from a sterility perspective they are laden with pathogens so even a minor cut requires cleaning or if you enjoy taking risks, make sure your Tetanus shots are current.

Nils - safety officer



*Phil Murrell.
Scratch built
Fox Moth.
Peter Ralph*

Membership News

Please welcome our latest member Ben Dobie.
Ben has been a member in past years and has his Gold Wings.

Club Members

Full:	45
Social:	8
Life:	4

Ken Ward



*Full size fire fighting
aircraft that flew over
our club house. Turbo
prop Air Tractor AT802*
Peter Ralph

*Damien Blackwell's
aerobatic quadcopter*

Peter Ralph



Wanted

Phil Long has computer problems. He has been using Aerofly 7 as his flight simulator on his iMac and all was working well until the program decided to not recognise his Spectrum Dx6 controller. If anyone else has a suggestion or experience of a helpful nature, please contact Phil at longshot@netspace.net.au or on 0408128438.

The Symphony of the internal combustion motor

There have been complaints about noise caused by those I/C power advocates anchored firmly in the past, oblivious to modern elec motors and batteries etc, doing high power run-ups in the pits to the left of the main gate. You know - at the oil stained stands frequented by a strange breed who get quite sweatily excited even at the sound of our mower firing up,

Compounding this was the genuine concern to a fairly relaxed attitude of members standing around the model whilst watching the poor oily hand brigade trying to get a motor running, with the consequent need for handshakes all round when they succeed, allied to the nasty prop shedding incident recently.

What to do? As a result of serious discussion under the shelter when the wind got up, we thought of moving a stand way out in the paddock beyond hearing range, until it became apparent that few of us could walk that far. Banning I/C motors? Nah - we need the membership money. Hearing protection? Fine until someone rushing to the toilet races in front of a car, deaf to the risk.

Finally discussion ground to a halt without physical conflict it being generally accepted a polite suggestion that any member wanting to do a high power test or run-up retire to one of the stands behind the clubhouse, should do the trick.

So guys - be considerate and avoid power run-ups in the pits close to the shelter please - I mean some of us are trying to sleep.

Nils - Safety Officer



Damian Blackwell. Multiplex FunCub XL, 1700mm wing span and 6S power.
Peter Ralph

Recently as far as I know, the first successful R/C autogyro flight was made at Kelly Field.

All credit to the test pilot Damian Blackwell. Over many years, all previous attempts with various models and pilots, (if lucky), never made more than 3/4 of a circuit, if that.

Lack of control, design errors, then, throw in the problem of disorientation, had always resulted in repair jobs.

After a few years of on and off attempts the model today was fully controllable and stable so I now know how to set up an autogyro for successful flight.

I also think Duraflay must have got the design parameters for the Auto-G2 absolutely correct. Very stable and no vicious swing on take off that was very evident on their original model.

MICRO-MOLD BRITAINS LEADERS IN ROTARY WING
RADIO CONTROL AIRCRAFT

**Present the**

The first successful commercial R/C model autogyro **D.B. Autogyro** designed by BOB BROWN

***JOIN THE ROTARY WING CLIQUE WITHOUT THE FAG OF HAVING TO LEARN A NEW CONTROL SKILL OR HAVING TO DIG TOO DEEPLY IN THE POCKET**

This most interesting model is a twin contra-rotating autogyro developed from a line of successful free flight prototypes up to the exceptionally stable R/C aircraft now produced by D.B. Models in conventional built kit form. Simple construction with no mechanics to complicate the issue, if you can fly an R/C trainer the D.B. Autogyro will prove no problem. Capable of a steep climb away from ground or hand launch and controllable almost vertical descents and surprisingly quite aerobatic including loops. Even the experts will not find this a dull model.

* Overall span 46½", each rotor dia. 22½", length 38". All up weight 2½ to 3½lb. according to engine and radio.

* For .15 to .25 c.i. engines and 1 to 3 ch. R/C, for rudder, rudder-elevator or rudder, elevator and engine.

The kit contains pre-cut balsa and ply parts for stub wing, fuselage, tailplane and rotors with ample sheet and strip balsa. Formed wire u/c, wheels, horns, quick links, decals and hardware plus full size plan, building and flying instructions.



Easier to fly than the average sport model.
For .15 to .25 c.i. engines and 1 to 3 ch. R/C.
Kit price £14.50

IMPRESS YOUR FELLOW FLIERS WITH THIS REALLY DIFFERENT MODEL



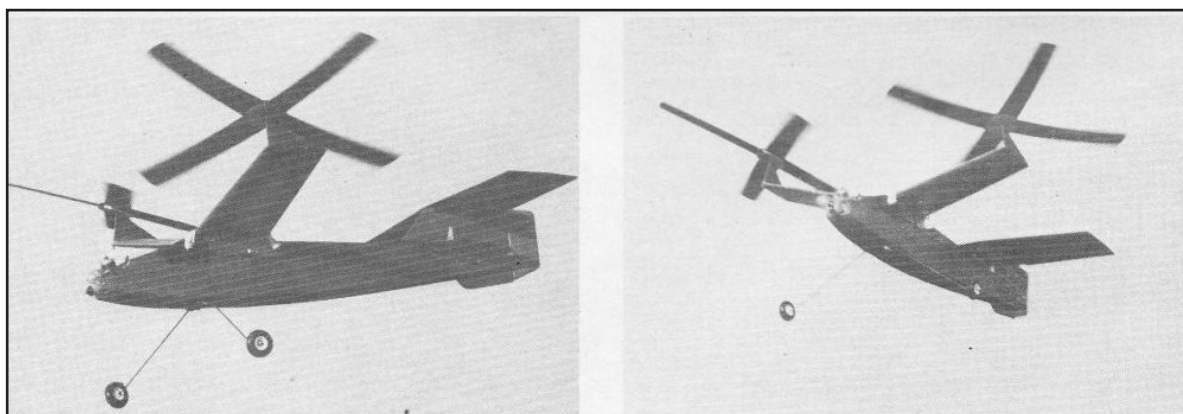
D.B. ZIPPER. A 40" span aerobatic sport model for the 'Sunday Flyer'. Can be made in simple form or attractive customised version. Ideal for R/C Combat flying. Conventional easy construction for .09 to .15 c.i. and 2 or 3 ch. radio. Kit includes pre-cut parts, formed u/c, wheels, tank, engine mount, accessories and hardware etc. **Kit Price—£12.50.**
Send S.A.E. for brochure on any of above. Available from all leading R/C hobby dealers.



E.M.P. CHASER II. This is an A.R.F. for the beginner or those who want a sporty little model to tuck in the boot. Really a very complete kit with many accessories and extra's leaving little to add except engine and radio. Formed fuselage in two parts, foam wings in two parts, moulded tailplane and rudder. Very rapid assembly, makes a tough model. Span 37½" for 1, 2 or 3 ch. R/C and .049 to .10 c.i. engines. Has a really aerobatic performance with the larger capacity motors. **Excellent value kit—£8.99.**

**Distributed by MICRO-MOLD, 1-2, Unifax, Goring-by-Sea, Sussex, BN12 4QY.
Micro Accessories, Avoncraft Kits, Kwickote, P.B. Products, Ambassador Products, M.M. Kits
and fittings and many more quality products.**

YOU SAW IT IN RADIO MODELLER



A few hours later Garth Wilmot reminded me that he had had many successful flights with a twin rotor autogyro around the mid seventies. Probably 1976. The model had stubby wings & a rotor on each wing tip.

Garth's model was built from a modified and updated kit version of a prototype designed, built, and flown by a Bob Brown. David Boddington did the redesigning and it was kitted by MICRO-MOLD.

Recent Pics from Kelly Field

thanks to Peter Ralph alias *The Cameraman*



*Peter Ralph's Duraflly
G2 Autogyro*

*Garth Wilmot. Electric Wots Wot.
A Ripmax model*



*Phil Murrell. 4 stroke powered
Moonshiner from a 1980's kit
by Ripmax*

*Glenn Pearce. 2 stroke powered
Ugly Stik.*





*Damian Blackwell's newest
and second Corsair*





*Phil Murrell.
Saito powered RV-8.*


*Damian Blackwell.
McDonnell Douglas F-4
Phantom jet, now with
ordnance*



Garth Wilmot. E-Flite Advance

*Bob McAllister. Junior 60.
A 1946 design and diesel
powered.*





The committee is asking for volunteers to assist with preparation, serve and clean up to give the ladies a break. ie we want this event to be a Ladies Day Out

Volunteers please reply by 7th December 2019

HOBART MODEL AERO CLUB

HMAC 2019 XMAS Luncheon & Buy, Swap & Sell Meet

RSVP hmacsec@gmail.com by 1st December 2019

Sunday 15TH December 2019 at Kelly Field, Richmond

Hopefully a day for fun flying.

From 9.30 am: Buy, Swap and Sell Meet. Car Boot or table.

(Bring your own table if required)

From 12 Noon (approx.)

Luncheon Spit Roast BBQ (a knife and fork do)

Includes BBQ, salads, desert and soft drinks.

Also included is a donated cask of 'special brew beer'
or BYO wine and glass

Cost: \$20.00 per person (NB. members children under 16 free)

NB. The committee has approved the consumption of alcohol. However, if an attendee consumes alcohol, the attendee cannot fly. (refer HMAC Operations Manual and MAAA procedures MOP055)

When is it time to discard a lipo ? from Peter

