



# TORQUE BACK

**Hobart Model Aero Club Inc.** (00549C)

Patron: Doug Chipman

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**March 2020**

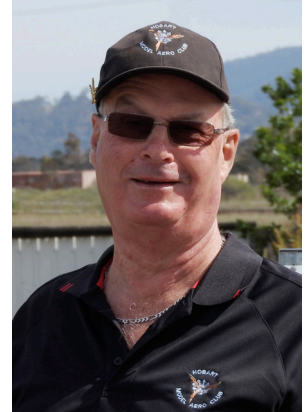
**Editor – Sue Venn**

## *President's Corner*

Only a small token this month. Plenty of weather and little flying except for those that shall remain nameless.

As you know, HMAAC had put in an application to have our AGL increased from 400 to 1,000 feet, later reduced to 800 feet. Two other Tasmanian clubs had been successful with their applications to 1,000 feet.

We received word via the TMAA that Hobart Air Control after long deliberation ( some 18 months ) had denied our request due to recent changes in commercial ceilings and new routes implemented. So please make sure you adhere to the 399 feet!



The old carrot re flying over the northern neighbours property has resurfaced again with two complaints of aircraft overflying her house ( long way from the boundary ) at Echidna Lane. Apparently photos were taken but not offered. It would be difficult to substantiate if there is no reference with the ground. I was assured by both pilots that they were within our property boundaries. Our CFI was witness to one so called incident saying that the aircraft was well within our property. No matter what type of aircraft you are flying, please make a conscious effort to pull in and reduce over flying of boundaries, particularly the northern end to mitigate any complaints.

On the 15th of March we are having our 'Fun fly'. Please, as many as possible come along to bolster the numbers and RSVP to Ken Ward asap if you are coming so we can arrange the BBQ. We have approx. 20 at present.

Recently there was a small issue regarding Helicopters using the main runways along with fixed wing aircraft.

All types of aircraft are encouraged to fly at KF including Helicopters (of which we now have two) and their use is included in our Operations Manual.

It is up to the pilots on the day to coordinate their flying with each other and make allowances for different disciplines. A Helicopter only needs approx. 4 minutes flying time so it is only a matter of fixed wing pilots taking a short break/coffee to allow this to fit in.

If the runways are congested the Heli pilots know that they can use the Control line circle if it is free. There again the pilots can come to an arrangement to suit all.

Happy and safe flying,

**Barry Gerrard**

# Secretary's Page



Please remember that the Club's postal address has been changed from Rosny to:

**PO Box 244  
Richmond  
TAS 7025**



**Don't Forget  
our Fun Fly Day**

		<p><b>HOBART MODEL AERO CLUB</b></p>
	<p><i>Fun Fly Day</i> <i>15th March 2020</i> <i>Kelly Field</i></p>	
<p>Raffle: \$1 per Ticket</p>	<p><b>BBQ 12 Noon</b> Sausage/Hamburger Salad Cake Soft Drink Tea/Coffee</p> <p>Cost: Donation.</p>	<p>Bring any model and have a fun day</p> <p>Please RSVP by 10<sup>th</sup> March <a href="mailto:hmacsec@gmail.com">hmacsec@gmail.com</a></p>

# A Safety Message from our CFI

Ok gentlemen. Now to a matter that should not require mention.

Leaning on the pit fence enjoying the first relatively calm sensibly warm day for a long time, I watched a pilot who should know better check out his glider for flight. Controls all correct? Sure - a vague wiggle of the sticks provided reassurance all was well. Now, for your information - Sooner or later this is going to cost you a model. The best we can hope for - by the time you discover the ailerons are reversed or the wrong model selected you will be climbing away upwind clear of the pits so your pride and model are hopefully the only casualties. Failing to carry out full and free and correct control checks is to breach one of the oldest and most important pre TO checks in aviation.

To illustrate the point I lost a friend to this failure. It was a windy day and he was seen to complete pre TO checks correctly only to find the paperwork incomplete. He shut down, and returned to the briefing office, 5 mins at most, during which a passing engineer noticed the absence of control locks, took the only lock from the baggage locker and installed it, then went looking for the others. In the rush to depart the pilot failed to do another “full and free” check. Aviation in all it's facets is an activity requiring great personal discipline.

You want more confirmation? where do I start? Try these from Kelly Field -

I heard the protest - “I flew it only half an hour ago and it was fine”. After the crash, it turns out that in that half hour the pilot decided to fly another model but something was wrong so back into the car it went. Only problem, he now had the wrong model selected.

Another - I watched control checks being made but the elevators seemed both sluggish and with what I thought, limited throw. I asked about this to be told the last flight was ok. I had the pilot redo the check and held the elevator, there was little power in the throw. Amidst grizzles and moans about removing the wings investigation revealed the servo was glued in without mechanical fixing. The glue had failed allowing the servo to slide back and forth on it's bearers once a load was applied to the elevators. The previous flight must have been interesting.

So please - do control checks properly each flight.

**Nils**

***Chris Venn's Focke Wulf, that was!***





# Editor's Notes

Now that Autumn is with us hopefully we can all look forward to some beautiful flying weather.

We had a celebration at our place recently when Chris, finally, finished his 1934 B2 Brown Racer - which came second in the 1934 Thompson Trophy - *one of the National Air Races (USA) of the heyday of early airplane racing from 1929 until 1961*, according to Wikipedia. It took him a good year to make, and the finished result looks fantastic - now for the maiden flight!



The finishing touches are always fun to put on, bringing the model to life. We do like dealing with Callie from *Callie Graphics* in the US; **callie-graphics.com**. She is so helpful and produces perfect decals from my artwork every time, and of course postage is minimal for such weightless items.

I usually aim to get the newsletter to you by the first week of each month, however next month, April, it will be a week later as Chris and I will be in the USA until the second week.

## Sue Venn

*Menasco Buccaneer was the motor used in the Brown B2. The Buccaneer was a series of six-cylinder air-cooled inline inverted super charged aero engines. These were manufactured during the 1930s and 1940s.*





# Recent Pictures from Kelly Field

Thanks to Peter



Sebastian Serfontein  
with his  
Lockheed Martin  
F-35 Lightning







*Damian Blackwell, a very small (miniature) Piper Cub.  
A drastic change in size from his usual models.*



*EZ Fly owned by Ken Ward*





*Sebastian Serfontein,  
Grumman F14 Tomcat.  
Wings extended and wings  
swept back. Very interesting  
model.*







*Above: Spitfire  
owned by  
Sebastian Serfontein.*

*Right: Is a most impressive model  
in the air. A long time survivor. Has  
been flown off and on over many  
years by Peter Gard. A Canadair  
CL- 415. Most are yellow and  
red. White and red is a rare colour  
scheme.*

*The Canadair CL-415, also also  
known as the Bombardier 415, is  
a Canadian amphibious aircraft  
purpose-built as a water bomber  
and the full  
sized aircraft  
is turbo prop  
powered. It  
was designed  
and built  
specifically  
for aerial  
firefighting.*

*The previous  
CL-215  
(basically  
identical),  
was powered  
by two  
radial piston  
engines.  
The first  
flight was in  
October 1967.*







*Heinkel HE113  
owned by Greg Poke,  
a visitor from Burnie.  
Saito powered.*





*Note model  
attack on one  
of Barry G's  
delicate much  
nurtured shrubs.  
Incident report  
needed???*



*Above: A large  
RV8 owned  
by Damian  
Blackwell*

*Left: Damian's  
Helicopter*





*Above: Nils Powell's Rare Bear*

*Right: A new biplane but an old design. Scratch built by Bob McAllister from a plan. Has had engine problems for quite a while but at last every thing seems reliable now.*

