



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner

Well you would have to be living in a cave just west of Goondiwindi to not know that there is a little trouble with a virus somewhere.

The closure of Kelly Field was in the end inevitable due to Government pressures to comply. I thank members for understanding why this was so and hope that normal flying will happen earlier rather than later.

For some of us who are builders, over the next three months or so it is a great opportunity to put some long awaiting kit or plan into action. This should provide some new wheels hitting the grass at KF sometime in the future.

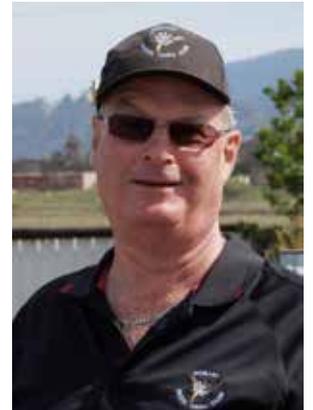
For the rest of us that have no ARF's to put together or busted ones to fix, it is a time when we are forced into surfing through the crap on TV looking for something of interest. There must be a lot of brain dead people out there according to the majority of programming. Thank goodness for 'Mash' filling a time slot.

I am aware that some members may be having difficulties with their employment at this time and one has lost his significant position in one of Tasmania's major tourism industries. We wish them well and can offer our support during this difficult time for them to readjust.

On a lighter note, the 'Fun Day' was, as expected a great success and all who attended, around 35 enjoyed the flying and social interaction. The BBQ lunch went down well again and thank you to those that contributed to the day. There were a few members from Roaring Forties and Graeme Poke from the North West club. I had expected some from Phoenix after Peter Gard and I had visited the East Coast 'Fly In' however none came. We were very fortunate with the weather changing to fine from earlier in the week as the Committee had decided to cancel the day. We may be able to fit in another similar event a bit later in the year.

It has been hard to find enough material for this month's Newsletter so on that note, I cannot wish you Happy and Safe Flying as there is none, so keep safe and well, as that is more important in the long run.

Barry Gerrard



Editor's Notes



The Fun Fly Day was a great social occasion with particular thanks to Barry, and Ken, who made it all happen in a seemingly effortless way, giving us all the opportunity to enjoy each others company, flying such a variety of planes for everyone's enjoyment, and culminating in a delicious lunch for all in the comfort of our clubhouse and grounds. HMAC is a great group of people, and I know we all value the friendships that are a part of it.

I spoke to a visitor from WA who came to watch the planes from the fence. He asked many questions (he was a flyer himself) was most impressed by what he saw of our club and expressed the wish to come and live in Tassie so he could join!

Suddenly we realize that things we so enjoy and have given us such lovely moments in the last few weeks - flying together on a beautiful autumn day, socializing together with the larger group, even the hum drum stuff like lawn mowing - are things we wish we could just go on with, but sadly life has changed in a way none of us could have foreseen, so these activities will now become memories we cherish ... for a time. Many of us are at an age where we can remember when members of our families had extreme difficulties to live through - the last war, the great depression and even the first war were all woven into our upbringings. I know I have always admired my family members for the quality of their courage and attitudes that stood them in good stead in enormous difficulties, and I know their example inspires us to be made of the 'same stuff' as we face the uncertain days ahead.

I am sure it will hopefully be a time of creativity and getting on with what we can - maybe projects we have been meaning to tackle for some time?

Even if we stop meeting together I would like to continue the Newsletter. It's a good way to keep in touch with everyone. To do this I will need you all to think of something you can send me of interest to other members. Old photos, a favourite model you made, or a special plane you loved, some experiences you enjoyed in the world of aero-modelling or associated aviation activities.

Also I know we will need Garth's emails to keep us amused and fascinated. I look forward to them every day. Thank you Garth!

Wishing you and your families safety in the weeks ahead.

Sue Venn

Please see an important communication to all members from Garth Wilmot in regards to the future of our club, on page 12.



Fun Fly Day

On Sunday March 15th a great crowd participated in the Fun Fly Day.

Perfect weather, great opportunities for leisurely conversation, watching each others colourful planes, yummy lunch, and our canine members enjoyed the activities!







As usual the Barb B Que lunch was superbly done and enthusiastically enjoyed by about 30 members!

Thank you to Barry and Ken who worked tirelessly on the day, and others involved in preparation. Every detail was thought of and we were very well looked after - and we SHALL look forward to another similar occasion in the (hopefully) not too distant future.





To misquote Simon and Garfunkel ...

Model aircraft they are a changin

I look at the occasional piston engined model on the line and marvel that they can be made at a price we can afford. With a measure of good fortune they may actually run though this is subject to debate on occasion. Then came LiPos with ESC controlled elec motors to give reliability and simplicity with the not inconsiderable side benefit of having a flight box I can actually carry.

In the early days (about 10+ years ago - the distant past) I think, repeat think, I was the first to buy an EDF model at HMAC. Cannot remember the type, An F14 maybe. All foam and complete with all the gear needed for an enjoyable days flying, that's what the box said anyway. It sure as hell made a lot of noise especially in our kitchen when I plugged the battery in for the first time with a throttle that needed reversing. No warning in those primitive ESCs. Billie rushed in white faced, checking our insurance, The dogs vanished, reappeared hours later around dinner time. In fact if the noise converted to speed the model would have had a compressibility problem.

Though it had a fixed under cart, take-offs on grass remained an aspiration when with throttle wide open, fan screaming it trundled forward until a wheel jammed against anything bigger than a rabbit turd. Hand launching was only possible by an Olympic class discus thrower, or an extremely tall and fit youngster, the only candidates whose launch could allow for the considerable sag in the flight path as it set off, sounding like a nuclear attack alert, slowly gaining speed, tho this strains the word 'slowly' somewhat. If all the stars aligned, with a bit of careful husbandry once level flight was achieved at about 50' it became apparent the air density had decreased to the point that greater heights were unattainable the speed would build quite respectably just about the time the poor sweating 3 cell LiPo lost power. Landings were never a planned option. After a few flights, plugging away on downwind one day, the fan called it quits with an impressive bang and it was back to IC motors, though to be fair I did get the thing airborne for a few flights with an outrunner/ prop mounted in the jet outlets.

Picture illustrating the model with an out runner on the back.

Then came turbines. The cost and sundry other drawbacks limited my ambitions but to all old full size pilots turbines were beautiful motors, no more nursing Gipsy Queens or Wright Cyclones and their ilk or wondering where the taxiway was in the oil fog of starting Bristol Hercules sleeve valve motors. Today many airline pilots spend an entire career with never an engine failure suchis their reliability. But hell, I gotta eat, and taking a turbine model out of the food budget is not the way to go as Mrs P convincingly affirmed.

Then one day Damo turned up with an F104 Star-fighter. Man oh man I immediately wished I was 30 years younger. Did that thing go. I don't know about others, but designed in the 1950s it was a wing faired into the biggest motor then available I thought it was the most beautiful aircraft ever made. I actually saw one on an airbase in Germany and to be honest I doubted there was any way it could be sensibly flown, and lo, here was a model, an EDF model, sitting on a table in the pits. EDF had come of age. Sure they use massive batteries, draw welding currents, and have an endurance of less than 10 minutes which, given the skill and concentration required of the pilot is quite enough.

The truth is undeniable - If jets are your thing, EDF for models is now more than the equal of turbines and without the inherent problems of cost, burnt grass and noise. Maybe if I do the washing up for a week or so, walk Hamish on a wet day? Oh yeah - and anaesthetize my brain??

Nils





Ian Bailey's very large model.

It is made by Extreme Flight. Is an Extra 300 powered by a DA 70 cc. twin ++cylinder petrol motor.

It has a spectacular smoke system fitted!





A Fox glider also owned by Ian Bailey.



Sebastian Serfontein's Mirage. Being a true delta it has an amazing speed range. Can fly extremely slow or extremely fast.



Phil Murrell's very old models designed around the 1980's. The red model is one of the once very popular QB series.



Tony Sheppard's extremely large and very impressive Alchemy pattern model.





*Damian Blackwell's
new large Viper.*



Troubled times

I don't need to remind people that we are living in troubled times and there has been some conflict regarding the closure of Kelly Field. I can only surmise that some members didn't stop to think with their criticism of the decision made by the committee.

Fortunately, the matter was resolved with the use of a little common sense, but it is time to look a little further ahead. Assuming that the closure may be for some time there is the problem of the AGM.

I would suggest that the present committee be asked to continue on and allow the executive to deal with our business in the near future. The finalisation of our annual accounts should still be finalised as at 30th April and probably circulated by email. There is no legal requirement for our accounts to be audited.

We have no idea how long this shut down will last and one must wonder how many members will renew and pay subscriptions by 1st July if they can't have access to the field. With a heavily reduced income, how will we pay rent, rates and water charges? Such things will need to be negotiated with the relevant authorities.

Our maintenance crew have indicated that they will continue with field maintenance and ensure that everything is kept in good condition.

We currently have strong leadership in our present president and committee and we should back them to the hilt.

Garth Wilmot