



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

Patron: Doug Chipman

email: csvenn@bigpond.com

July 2020

Editor – Sue Venn

President's Corner

Well it would appear that most of the restrictions except for sanitising and social distancing have been lifted and operations at Kelly Field have returned to some sense of normality.

This has been a difficult time for all so I would like to take this opportunity to thank all for their patience and understanding during this period and for adopting the necessary sanitising regimes. I know that you have been bombarded with many emails and notices regarding restrictions and membership fees but this has been unavoidable due to the ever changing playing field.



As you know this is the end of our flying year and fees are due so that you can fly after 1st July. On the subject of fees, these are obviously related to the costs of administering the club. The future of the clubs in Tasmania and indeed Australia are facing challenging times as there are fewer and fewer young people taking up our sport and the older members are slowly dwindling. In Tasmania there are 183 members within the 8 clubs but there is only 1 Junior. To take our own club, 60% of the membership is between 70 to 79 and the bulk of those in the latter half. In the next 10 years many of us may not get to 85 and those left will be looking at giving away visiting KF by this time. Therefore, the financial burden of running the club is going to fall on the shoulders of fewer members and it is inevitable that over this period and beyond we will have to expect a gradual increase in membership fees to cover costs. If we think that the problem for us is not that great, for whatever reasons in the past, the membership has gone from 86 some 5 years ago to a possible 46 this financial year. I am greatly concerned about the future so it is imperative that members continue to renew each year as long as they can to ensure the longevity of the club. I would also like to see a few more social members join as it is comforting to have these partners on board and helps to bolster our numbers in reporting to Council and authorities.

Next year 2021 around June we will be having our AGM. This will be the last AGM before our lease is to be renewed in April 2022. At present we consider that the lease renewal should be straight forward as we have a very good relationship with the Council and our patron, Mayor Doug Chipman will still be in office at the time which will be to our benefit. That said, we may have to contend with a challenge from the likes of the Vintage Machinery Society who made a hostile bid about 4 years ago to sublet part of our property. This was successfully thwarted by Jason Bedelph and Committee at the time but it is thought that they have not gone away and we may have to contest this again.

Some of our members have been of ill health over the last year or so and another diagnosed just recently. Most are stable and we wish them all the best in their slow recovery.

Barry Gerrard

HMAC AGM

Subject to any change in government restrictions, I am pleased to announce that the HMAC AGM/GM for 2020 will now be held on Sunday July 26th 2020, 10am at Kelly Field.

If you wish to nominate for a position on the committee please complete the Committee Nomination form available in the club house.

Ken Ward, Secretary



Editors Notes

In the last few weeks I received this inspiring letter from the other side of the globe and it really encouraged me to contact Mike. Mike hails from Ramsey in the Isle of Man. A lovely little island in the Irish Sea. In response to my request he has kindly sent us some more personal details for inclusion in our newsletter. Mike says, "At 87 I can't grumble, I've had a most enjoyable life, have a super wife and two sons I'm extremely proud of." What an amazing modeller! Ken has put Mike on our Newsletter posting list, so we can continue to keep in touch across the miles.



Hi Sue,

I receive your Newsletter each time it comes along from Derril Kay. For a number of years I have been down to Tassie each Jan/Feb and always came along to Kelly for a chat and to see the flying. I was made very welcome by the members and spent a good couple of hours chinwagging. On my last visit, Jan/Feb 2019 I spent time with Barry who kindly gave me a Club cap.

We didn't make it this year due to the threat of fires everywhere and ill health hitting me in mid Feb so it looks as though we will not make it to Tassie again, sadly.

So this is to thank all your members who may remember the bloke from the Isle of Man for their hospitality.

I have attached a couple of images of my last two designs, Wunbesix being a plan feature in the RCM&E mag for June.

The Sunshade is of 62 inch span, 5.5 lbs and 900



watts at the prop from a 5s, 5000 Man battery. If anyone would like to build it I can send them a PDF of the plan if they let me have their e-mail address. Copy of the laser cut ribs is available with the plan. It will fly on a 4s with the motor recommended but the 5s is more fun and it's not good to have an underpowered delta!!!

Stay safe

Best regards

Mike White



Mike and his wife, Jean

We two last year at one of our Kenya Police reunions. Sadly we will have no more as we are now so few in number, even have a couple of ex Palestine Police who came to Kenya Police circa 1947.

The model towing the Manx Model Flyers banner is the Royal Coachman. 75 inch span, power ASP 90FS. I can send the towing gear info if anyone would like to try it.



Firestreak. Warmliner and fast. Nicely aerobatic with a super glide. Span 66 inches. Weight 3lbs ready to fly. 350 - 450 watts. January 2019 RCM&E plan.

Delta. Sunshade. 62 inch span, weight 5.5 lbs and 910 watts at the prop equal to about 160 watts/lb. Elevon control plus rudder. Very fast and aerobatic. All built up, no plastic or foam. This is going to RCM&E magazine for future publication.



Italda, with Scotland in the background. 93 inch span tail less E-sailplane, foam core wing. Elevon control with combined flap/airbrake which is really needed due to its very flat glide.



F117-ish from 6mm Depron a surprisingly good flyer, no stabiliser system, but is no more as it bit the dust last year.



Breezy. 110 inch span foam core wing. Elegantly aerobatic with a good glide.

Dominator 36. 36 inch span all wood with a sheet wing. This is the single motor version and there is another twin version. These have not been offered to the magazine as there is also a 42 inch version which they prefer, the plan of which is on its way to being finished.



Flying wing with me. This is the Gulp, 82 inch span, all built up construction. Nicely aerobatic.



We all know to balance props - Right?

Nils Powell

So tell me what's going on...

A few weeks back we have a group obsession to see a Rare Bear in the air so I dig mine off the top of the wardrobe and head to Kf. It looked pretty much the same as it did when last flown about 3 years ago, with the KIWI on the tail still standing proud.

As normal I anticipated using the catapult for the launch, but it was generally decided that is for whimps so an ancient member undertook to do the launch forgetting he was ageing as the same rate as the poor Rare Bear though not as gracefully. Once it left his loving hands the flight path assumed a downward path until it touched down about 3M away. To our collective amazement it hit the ground bounced and proceeded on it's

merry way. It flew around quite happily for awhile but appeared to not have the same speed as I remembered which I put down to the ageing 4S battery.

There are two pix attached, one the RB in the air to prove it did fly, and the second to illustrate the consequences of the bounce.



Just as well I didn't throw the battery away!



Rocket Men

It had been a hectic day - I changed a tap washer, walked round the property - all 2000 sq M of it - so settled down to recover with a mag to idle away a few minutes. An article in RCME Special Edition in 2018 caught my attention.

I know Ken was somewhat miffed when CASA knocked back out application for the relaxation of the 400' altitude limit at Kf. So sit back in your chair and visualise Ken applying for a 17 thousand foot limit, hell, we'd have to commandeer a new secretary until he was deemed fit for release.

Yet this was exactly what a model rocket club on the eastern seaboard of the United States (a very high density traffic area) did and received. The writer also comments that if they wish to go higher the the deserts of Nevada have unrestricted height limits and is the place to go. Apparently the current record is 128000'. All this for amateur rocketeers.

Another interesting detail is the burn time of these rockets, i.e. the time the motor is providing thrust. This is normally around 1 second with the rest of the flight done coasting up on the thrust from the burn, with the acceleration producing a load of 120g. As their writer said 'If you watch the launch the model suddenly is not there'.

It would be nice if our authorities could be a bit more accommodating, Hobart hardly qualifies as a high density area.



So some of you guys thought rockets were toys. I hate to think what CASA would think of these and our request for a height extension.

Nils



My life with a Pulse Jet or How to ruin the neighbourhood and meet new police

Nils Powell

This part of my education started in the 4th form at college about 67 years ago. One of our gang discovered an article on the V1 slightly guided missile launched against the UK in 1944 by the Germans and powered by a pulse jet (PJ). This started a collective train of thought that following further investigation revealed a pipe like unit with a bulge in the end commercially available as a Dynajet. The sales catalogue we acquired, contained intimate details, unwisely available to college kids.

There was absolutely no chance of buying a Dynajet but we could set out to construct a copy, ably assisted by a naive music teacher, and the NZ Railway Workshops. At this stage no one knew anything about the things which was perhaps good in that if the college staff did know, they would have thought that an interest in bank robbery would perhaps be an improvement. I've attached a couple of pix which may help elucidate my explanation. One shows the complete PJ with wires from the ignition unit draped over what will become a red hot motor,



the second the back of the valve chamber and valves made of spring steel are the dark petal shaped pieces.

For anyone not familiar with PJ's they are tuned pipes (hence the music teacher's involvement) with a flap valve in the chamber head. They look and are about the simplest motor it's possible to build especially for Railway workshop tradesmen who made a larger unit to our drawings in light steel.

Initially we had trouble, all it produced were massive BANGS but no continued combustion. The music teacher had suggested the pipe part be made a bit long on the basis it should only require progressive shortening until it fired up, which we were doing quarter inch by quarter inch. The initial attempts were carried out

under some pine trees on the college boundary. These bangs caused alarm in the neighbourhood resulting in a visit from the constabulary investigating claims of firearms being used in a normally silent grove of trees. Fortunately before they could come to their obvious conclusion that we should desist the weather turned sour so we moved (to everyone's initial relief) into the college assembly hall, a large cavernous building.

Now the PJ required white spirit for fuel with compressed air and spark for starting. The spark came from a Ford Model T ignition system and the air from the workshop compressor. Shortening the tail pipe once more we gave it another go not expecting much result. Bangs - yes -but this roaring shattering racket echoing round the hall when it fired up for the first time as if Thor had decided to end the world - NO. How to stop the horrible thing with both hands occupied covering our ears, had not been considered so howling away it glowed red then white hot, then finally to our sweaty relief the valve petals failed - it stopped itself.

We were all too shocked to say anything when the staff arrived en-masse closely followed by police and ambulance prepared for casualties. But small boys have a remarkable ability to survive, and with the general relief so great at finding us all present and correct we were forgiven on the spot. Although scared and a bit deaf, the only casualty, some curtains that caught fire from a small fire in the hall floorboards when leaking white spirits caught, and our hearing which recovered in time. I even got a hug from a rather lovely, tearful, form mistress - I enjoyed that - so it was back to being 'blights on the smooth running of the college' whilst we developed further bright ideas. I've no idea what happened to the PJ.

Proceed forward about 70 years and thumbing through a Hobby King website I spy the aforementioned Dynajet or more likely, an exact copy, on sale for about \$100.

Alive to the possibilities and in a rush of nostalgia I purchased one including an igniter and spare valves all of which arrived in a replica 1950s Box complete with appropriate artwork and all the bits. This is the PJ in the pix. Mounted on an aluminium frame with petrol tank I proceeded to fire it up. After a bit of mucking about it ran ok with a time limit of about 10 seconds before it overheated and the valves failed. Though short, 10 seconds is about the point where permanent hearing damage could occur or a neighbour could claim provocation for committing GBH on my decaying body. Looking at comments on the web it appears some PJ's sold were poorly made but the one I received is a very nice unit so I have no complaints.

What's left of my brain thinks if I could find a decent paddock about 50 Km from the nearest person it would be possible to build and fly a model using the PJ for power though accommodating the red hot motor could be difficult especially as the combination in a crash represents a modern long range Molotov cocktail. There are additional problems as well however. First is the absence of any throttle, so when running, full power is the only option and in addition you have about 7 seconds after starting to get airborne to allow airflow to temper the heat build-up preventing valve failure. As far as thrust goes, it develops 1.5Kg or so the box says, consequently the model would have to be light because the poor compression ratio puts a cap on further power development.

It has another peculiar property. When you cut the fuel it stops instantly unlike any other motor we use, and where I live, with hills close on two sides I can hear it's roaring echoes around the hills for what seems ages.

Now - if a member has a compressor capable of about 30psi for some minutes, I could bring it to Kf, and really give meaning to 'noisy'.



Welcome to new member

Welcome to James Dwyer, who used to fly with the Launceston Model Aero Club many years ago. James is interested in - Powered plane flight, something sports aerobatic, but probably with a view towards building something scale - Ridge soaring glider & maybe helis. He'd be keen to be on the same sort of aircraft that others are flying if there are a bunch of people flying the same sorts of gliders....

From Garth Wilmot

I was going through an old photo album the other day and came across a photo of a Catalina flying boat which brought back a few memories.

In 1951 I was stationed at RAAF Rathmines and was surprised to see several Catalinas covered in some sort of black coating for preservation purposes.

During my stay one was towed to a hangar and restoration began. The aircraft was to be used by Captain P.G. Taylor to explore the feasibility to establish a mail



run to South America. The restoration was completed and the ship looked terrific gleaming in the sunshine.

It was test flown by the C.O. and the flight was routine until it came to the landing. To see the aircraft held just above the water of Lake Macquarie for a good half mile was one that I will always treasure and never forget.

Many years later (about 45) I was quite surprised to see the Frigate Bird 2, as it was named, hanging in the Powerhouse Museum in Sydney.

Photo above:
The Catalina as it rolled out of the workshop!

Photo to right: Minister for Air, Thomas White farewelling the crew at Sydney's Rose Bay flying boat base, NSW. The crew members, dressed in uniforms specially designed by Taylor for the flight are, L-R: Capt. P.G. 'Bill' Taylor, Capt. Harry Purvis, Flight Officers A. Allison (Radio Operator), Jack Percival (Executive Officer) and E. L'Huillier (Flight Engineer).



The full story of this flight is told in Taylor's superb book, the eponymous **Frigate Bird**.
There is quite a lot of further information on the internet.



Photos taken last month at Kelly Field

Once again many thanks to Peter Ralph whose wonderful photos give us all fantastic mementos for our archives as well as sharing the joy of model flight.



Damian Blackwell's Pitt Special being put through its paces!



Bob Mcallister & Chris Venn who finally (gingerly) did taxiing trials of his 'Miss Los Angeles' Brown B2 racer.

At one stage she was actually airborne so it almost constituted her first flight!



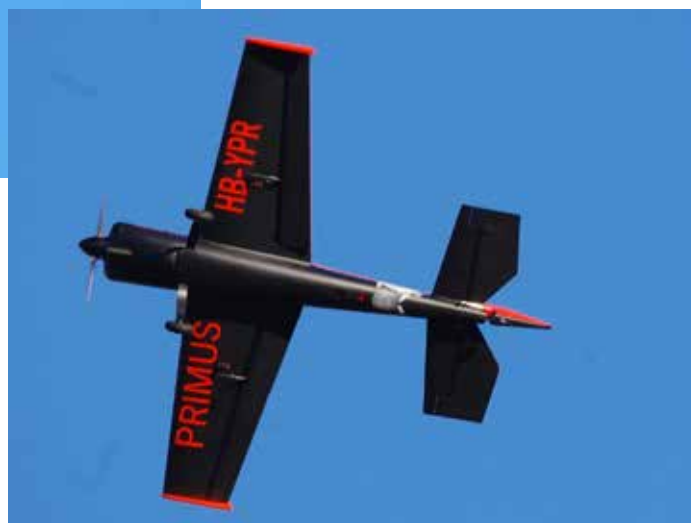
Another Edge belonging to Damian. A very nice compact model.



Made by FMS and is a MSW Votec. Wing span is 1400mm and also 6s powered.

The full sized aircraft was designed in Switzerland to be 2 seat home built sport

Damian Blackwell



Damian's Sebart model of a Sia-Marchetti SF.260. Model is 1640mm span & powered by a 6s lipo.

An Italian made model of an Italian aircraft.



June 19th A day for new toys.

**Sebastian Serfontein
with new petrol
engined Spitfire.**





***My DJI Mavic Mini.
Bought specifically for
photographic purposes.***

Peter Ralph





Going back six or more years, in those days one bought frame, motors, ESCs, controllers, (cameras and back to base transmitter if one was adventurous), etc separately, then assembled the quad.

The flight controller would then have to be programmed. Some could be set up by buttons using the onboard screen. Others with no screen, had to be set up by plugging into a computer after having downloaded the correct software.

Only two of my home built efforts have GPS sensors. The big hexacopter and one medium sized red and white framed quadcopter.

The two black framed models were a compact size, and could be flown indoors or outdoors. Nice low stress machines. 500ma lipos.

The three smallest quads have cameras built in. Bought complete. Flight times for all models were only around six to 10 minutes.

Compared to the much older primitive quads the recently purchased small grey DJI Mavic Mini has most of the latest technology and a very good camera. I bought the DJI purely for photography usage.

It has a range of up to 3.8 km and a flight time of around 28 minutes using a 2400ma lipo and weighs just 249 grams.

In contrast, the old mid sized quads had 2200ma lipos and a flight time around eight minutes. Technology, especially in the field of miniaturization, has made amazing progress in eight years.

The small rectangular JJRC has a controller, but can report back and be controlled/flown by a mobile phone. I personally feel much more at ease using a controller with sticks and physical buttons as per the usual model fixed wing model aircraft.

The DJI Mini has a physical controller with sticks for flight control, but connects to a mobile phone for visual information and various operational controls. Probably the ideal combination.



FOR SALE *McCann's Model World Address: 63 Melville St, Hobart TAS 7000*

*We have a one off special on our last Sanwa SD-10G radio (TX/RX Combo)
- new in box, will require a TX battery pack.*

*Special Price \$150 : Item is, as is and no returns. Normal Price is \$489.95,
we are selling well below cost, but its time for it to find a home*

*Please contact: **Shane or Ben** **McCann's Model World** **Ph: (03) 6234 9011***

