



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner



Another month has passed and operations at Kelly Field have returned to normal with sanitising and social distancing becoming routine. Visitors are now welcome again to KF. Our permanent residents, Peter and Damian are there daily keeping an eye on things and have become part of the furniture! Peter has befriended one of the horses.

We have three new full members joining the club, James Dwyer (ex LMAC) Billie Powell (HMAC) and Peter Arrowsmith (ex HRCF) and I am sure members will make them most welcome. Billie for her part has been a constant social visitor to KF for a great many years keeping Nils in line, acting as pit crew and keeping Nils away from the 'cake'. She has recently taken to flying drones so decided to take up full membership. Amy is also getting into the drone flying, must be catching.

I have not been to KF much during this Covid period other than to attend to the maintenance of the property so I have little to report on new models etc. but photos sent on by Peter Ralph show a healthy growth in new models and new drones being given a workout by various members. Most of these have been appearing in the Newsletters.

The recent rains have transformed the drought affected field into lush grass and this should continue over Winter hopefully with a bit more rain. Phil Hubbard has been going to war with the 'Capeweed' which has taken over parts of the field just as it has all over Cambridge and Richmond with the damp conditions. The flying at KF at the moment is excellent, a little cool, very still, but it would be nice to see a few more taking advantage of the conditions.

The delayed AGM/GM was well attended and short as we had a very brief agenda due to the Covid crisis. There were no major or minor issues to address so the entire meeting took only forty minutes. The meeting was attended by a large number and if compared to the ratio of members to attendees it was probably a record with over 50%. I wish to thank again all those that attended, some of whom I have not seen for some time and those that sent in apologies as this portrays a positive feeling that the club is doing well, and it is. The outgoing Committee for 2019/20 was re-elected unopposed to their same positions as the previous year.

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I am most pleased with the renewal by members for the new year. We have dropped a couple but with new members we have achieved a membership of forty five flyers at this stage which is one better than I had predicted. I had a few enquiries pre and during Covid and these may materialise a little later.

Sue Venn has agreed to continue as our 'Newsletter Editor', so we can look forward to a great edition each month as she has done an admirable job during the year and presented a most professional and informative magazine. Members also have been contributing some good articles in past months so keep them coming if you feel you have something of interest you would like to share.

This is an incident that I meant to put in last months Newsletter:

A few weeks ago whilst head down arse up in his vegi patch in Port Huon, Ken Ward received a phone call from the pilot of a Piper Cub in the Richmond area who requested permission to land at Kelly Field! He wanted to drop in and have a chat. The request was denied immediately and a letter was subsequently sent to the Hobart Aero Club advising them that ours is a closed airfield for model aircraft use only.

I am sure that our northern neighbour, who is convinced that her property is under attack from aircraft like it were the 'blitz', would have had conniptions if a full size aircraft had cruised in over her mantelpiece and rattled the three ducks on the wall!

A couple of members have had health issues over the last month or so but I understand all are recovering well.

Happy and safe flying,



Barry Gerrard

Young Duke Rappl taken for first fly at club by his uncle Scott Rappl for a test to see if he likes flying model aircraft as a club visitor.

He used to like to taxi in back yard but now likes flying best.

Windy day he got two flights in on buddy box but motor on trainer became loose and a screw was missing on motor mount.

So we packed up for the day.

He now understands buddy box system. And really likes it!

Scott Rappl



Editors Notes

We've had some amazing weather this month, great for flying, great for photos, great for yarning, and there was no better day than for our AGM.

A record turnout just showed how much we had all missed being together, and flying over the months of Iso!

The warmth of comraderie, that is a mark of our club, shone through and best of all it was a great morning for a fly.

I'm sure everyone joins me in thanking our great committee for all the work they do for the club. It is much appreciated by everyone.

As always we do appreciate members taking the time to write down some of their memories and activities. Last month we certainly had a bumper issue but this month everyone is resting on their laurels I'm guessing - well there's always next month, thanks chaps!



Sue



Using our warm club house for the AGM in July led by our Secretary Ken Ward, Barry Gerrard the President and Treasurer Glenn Pearce.



***The other side
of the AGM
room,***

***and then here's
the two who
were hidden
behind us all,
comfortable
on the couch,
Garth and Nils.***





AGM: Many members enjoyed a great morning. We had our meetings and enjoyed catching up & flying.







Due to ill health I have been unable to fly for about a year and fearing the worst and not expecting to fly again I had given away most of my modelling gear. One thing that was not snapped up was my Spektrum DX7s transmitter so the club president, noting that I was doing better health-wise, offered it back to me. I retrieved the remaining 4 electric powered models that nobody wanted and managed to get to KF for a flight one fine day, with Peter Ralph's expert support just before the Corona Virus shutdown started.

Meanwhile, Peter Lambert offered me a lovely model ketch 60cm long and took me to Lauderdale to sail it on the canal once the shutdown eased. I had replaced the electric motor with a brushless motor and fitted my own receiver to get it all in working order. After re-trimming trials it was sailing rather nicely when all of a sudden the right-hand stick on the transmitter broke off in my hand. (Both power and rudder were operated using the right-hand stick).

Two thoughts flashed through my mind.

1. How do I get the boat back to shore?
 2. What would have happened if I had been flying a model aeroplane instead of sailing a boat?
- After a few moments I discovered that I could move the broken gimbal with my thumb and gingerly piloted the boat back to shore.

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On inspection, the problem appeared to be a clean split in the plastic gimbal into which the metal stick is fixed. But why did the plastic fail in the first place? As far as I knew, the transmitter had never been dropped or abused in any way. The answer would come within a few days.

The transmitter was sent to Modelflight in South Australia for repair and after a few days I received a phone call from the company serviceman. The first thing he said after introducing himself was; "What kind of oil do you use in your model engines?" Clearly, he had in mind 2 stroke or 4 stroke engines not electric motors. I replied that I used proprietary fuels probably obtained through Modelflight via Garth Wilmot and had no idea what kind of oil was in them.

He then explained that certain synthetic oils (he named one in particular) were highly destructive of the plastics used in transmitters and servos. I had never heard of such a problem before.

I cast my mind back to how often I had started up a model with my transmitter lying on the same table as the model and on the same side as the exhaust muffler.

A day later I rang the serviceman back to let him know something else. I had been in the habit of putting after-run oil in the crankcases of my model engines after each flying day. The oil I used after running engines was automotive automatic gearbox oil which is the first to be ejected from the exhaust pipe each time the engine is started. Most of that oil comes out as a spray not as smoke. The serviceman didn't know whether this oil was as destructive as the synthetic oils mixed in the fuel, but it's a fair bet that it is.

The lesson to learn for those of us still using IC (internal combustion) engines is to keep your transmitter well away from any smoke or oil spray during the starting process and to protect any servos near the rear end of the model.

Just imagine what would happen if the control column broke away in a real aircraft. Couldn't happen you say? Then checkout Youtube at this address.

<https://www.youtube.com/watch?v=kF0tTzvU8IM>



We do appreciate the great work 'our' horses do in keeping the surrounding grass on our property down. They are amazingly untroubled by our noisy activities!



Photos taken last month at Kelly Field

Once again many thanks to Peter Ralph.



Bill Shannon's ever reliable, much flown MJX BUGS 3 drone.

Bill Shannon flying one of his pair of MJX BUGS drones, watched over from a great height by a bird of prey!



Amy and Billie showing an interest in drone technique.



Fun at home - Nils trying to pick up some know-how, re flying a drone, from Billie. Billie took this picture while using her drone with onboard camera.



Damian`s new Cessna. Must be one of the best versions ever of this much modeled aircraft over many years.



A Cessna 170. Model manufactured by Flex Aircraft. Designed by Quiqui Somenzini who is a top aerobatic pilot.

2200mm wingspan. 6S 5000ma battery. 16.5 X 6 SR high grip propellor.

Is quite a large model with extremely good very slow speed handling qualities, but performs brilliantly at the top end of the "wild side" of the flight envelope when the throttle is opened and is in the hands of a capable pilot.



Shot of Damian and biplane taken from Peter's DJI Mavic mini drone.

Instructor Scott Rappl and student Greg Nightingale after a successful flight with Greg's very nice Kyosho trainer model powered by a blue OS 46LA.





Greg`s Kyosho trainer model.

Damian Blackwell has brought, for probably the third or fourth time, his MIG 15 out of hibernation.

The model is impressive in the air, giving a very scale like presence, while having vice free handling qualities, and excellent, easy landing manners.





The model is very scale as can be seen when comparing with the pictures of real MIG 15s seen with Peter Ralph and Amy in China.



Later model MIG 15 cockpit taken in Shenyang Aircraft Museum.

