



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn



President's Corner

Well a good number of 'highs' have been moving over us recently making for some good flying weather although the warmer temps recently have made it a little uncomfortable for some. Yours truly as I hate the heat.

Damian Blackwell has opened up a new chapter at KF in the evolution of aircraft modelling with his completely 3D printed 2.0m? wingspan low wing model which made it's debut yesterday, Tuesday 24th. A great achievement. KF has seen over the years many advancements in aero modelling from kits, plans, ARF, PNP and now 3D printing. I saw the progression of various parts for the model however this is all beyond me and can but appreciate the work and final outcome. It has successfully flown and Damian I understand will put together an article explaining the development of the model in this or the next Newsletter.

As I flagged last month we had a big problem with 'Capeweed' throughout the property. I can report that I took advantage of a still afternoon recently and sprayed using the new club spraying unit the entire area from the front gate and Control Line circle to and including the runways. It would appear that all is gone.

The Roaring Forties recently held their 'Jack Tonks Memorial Day'. Peter Gard, Bob McCallister and myself attended on behalf of HMAAC. Other clubs represented were Phoenix x1 and a small contingent, I think 4 from the East Coast Flyers. Very nice of them to make the long trip. A number of RF members made up the bulk of attendees.

It was a little! windy on the day, most flew and the Phoenix pilot (name?) had his 'Sopwith' Biplane in the air on a few occasions.

A friendly day was had by all with the traditional RF BBQ put together by Colleen and Val and Mike Ralph at the hot plate with a variety of hot foods.

Sarah, the lady who has been agisting horses at KF will be terminating her agreement with the club due to serious medical issues. The remaining two horses are due to be removed shortly.

I have been advised that KF will be cut and baled in the near future. When this occurs please be wary of machinery activities and take care should retrieval of a model from the outfield be necessary.

I will follow up to see if they would be interested in doing the same next year to mitigate our fire risk.

The Xmas Lunch is taking place on the 6th December so if you wish to attend please advise the Secretary as soon as you can. Numbers are increasing but we could do with a few more.

Dave Ellis will be 'Chief Cook' on the new club Spit Roaster.

He has for the past two years supplied us with his own Spit Roaster and I wish to take this opportunity to thank him for his contribution to our Luncheons.

'To all Members and their Families, may you all have a Merry Xmas and a Safe and Covid free 2021'.

That's all for December so Safe Flying,

Barry Gerrard



Editor's Notes

The happenings at HMAC this last month have literally covered the whole spectrum of aircraft modelling, from its earliest days until the most up to date!

In this edition we have everything from pulse jets, control line flying, beautifully crafted home made models, aircraft of every size, colour and capability - even a flying eagle - only to be culminate in a 3D printed plane!

2020 has been an unforgettable year, but in spite of the restrictions put on us our members have been continuing, as always, to come up with some amazing projects. Our club facilities have served us well and apart from a few months of quietude have been used and appreciated by all. We are indeed fortunate.

As the year comes to an end (with our great Christmas Lunch) let's hope we can all look forward to a easier time of it ahead in 2021.

Thank you to all who have helped me in my role as Editor. One thing I am sure of is how little I know about your field of expertise, but how kind and supportive you have all been to me. I am learning so much and do enjoy being involved in this way.

With my warmest best wishes for a very Happy Christmas to you and your families.

Sue



HMAC 2020 Christmas Lunch

Sunday 6th December

From 9:30 - Buy, Swap and Sell

*12:30 - Three meat Spit Roast
BBQ Hamburgers & Sausages
Turkey, Salads, Desserts
Dave's 'Xmas Cheer' on tap*

*\$20.00 per person
Children no charge*

RSVP: To Ken Ward hmacsec@gmail.com

The high point of the Christmas BBQ - We hope

Having seen Ken's reminder in this newsletter I've no doubt you will have advised him of your attendance at this wonderful spectacle on Dec 6th - the HMA Christmas event and sale.



To provide additional excitement Barry, Scott and I with encouragement from sundry members decided to hire "Vanessa the undresser" to leap from a big Christmas Pudding. To our chagrin the "Tasman Island Pensioners Skydiving and Free Fall Club" beat us to the punch. Possibly a fortunate happenstance in retrospect considering the effect of distant feelings coming to the surface on our mature membership

But what to do? - YUP - We'll have our own performance showing most of Hobart that HMA is alive and well by giving a pulse jet demonstration. A safe bet in that at worst, you can just stand and admire, when it refuses to start thus enabling the suppressed instructor in all of us to give advice, or at best, it will fire up and run, (see pix) in which case when your hearing improves you will be able to speak with some authority if the question of a flying model ever arises.



The look says it all

probe up the tail pipe. As a standby to elec ignition we need a member with very very short hair and an ability to run fast (eliminating GW, unfortunately) but I think I know just the man who would be happy to be volunteered, when he finishes jetting round Kf.

To those members unable to attend - I wish you all the very best for Christmas and the New year with the hope for a better 2021.

Cheers

Nils - CFI and SO

It runs - we headed for the hills

Now a warning - There's nothing much to give rise to injury provided you maintain a Covid safe distance but DO NOT attend with a hamburger in one hand and a beer in the other. You'd look stupid with a hamburger



stuck in one ear and a drink running out of the other as you clamped hands to ears with some urgency.

Oh yeah one further thing. As you can see from the pix, it is started using a spark plug via devious routes from a 3S LiPo. If this system fails it can be started by shoving a burning



Why a tailpipe start needs short hair

Control Line Flying

From Peter Gard

Peter & his Control line models.

"It might inspire some members to come back and have a go at what they might have done 40years ago, or someone to have a go if they are have never tried it. So very different to radio control."

The smaller red and white one is a rendition of a Phil Smith design from



the 50s kitted by Veron. It is balsa with fibreglass over, and the wings covered in baking paper in lieu of tissue.



Power in this case a Taipan 2.5cc comp diesel, though normally a Taipan. 19 glo and flown on 52' lines. Both engines are from the 60s.

The larger model is a c/l stunter (aerobatic) with coupled flaps and elevators working in opposite directions for sharper cornering. It has a foam wing cut with a hot wire, again covered with baking paper, and external adjustable control leads. Paint is acrylic with Rustoleum clear over the top.

Power is from a Fox. 35 set at a 2/4/2 cycle break- loafs along in level flight and speeds up in manoeuvres. The model was put together from bits in the scrap box, and although it only has four flights on it, shows very good manners-tight on the lines(60') particularly overhead at high angles. Takeoffs (always downwind to prevent ballooning) and landings very easy. No aeros yet.





A Goodyear racer that my Son and I flew back in late 1988 to 1995

of

From Glynn Shevels

I decided to get back into Control Line Flying (I have been in and out of it for the past 62 years). I started when I was 10 years old, building planes out of scrap in my fathers workshop.

So I decided to look at what was available and fitted my criteria for the new Control line plane; had to be able to fly in the bottom part of the land we own.

Lots of research bought me into the field of Electric Control line, but where to get all the parts became a big problem. (The photo below shows some of the parts needed).

- * Build my own plane based on the old Goodyear Racer we used in the 70s.
- * Buy a kit based plane with every thing supplied.

Guess what, no one in Australia have all the parts I needed. There is a couple of hobby shops that have bits and pieces. So back on the internet, made contact with Stevens Aero model and Brodak supplies. Both suppliers could sell me what I wanted.

Eventually went for Stevens Aero Models.

The kit arrived within a couple of weeks. Great instructions on how to build it, but when it came to the Timer to get delayed start and varies flight times, I am still struggling with this.



All electronic needs for the RingRat

Right: The RingRat ready for covering

Slowly working out how to program the timer is very frustrating and I should have bought a programmer, there are several types of programmer and I brought the wrong one. What I got was one for Free Flite. (lesson learnt) Now waiting for the new programmer to turn up.

One of the main reasons I went electric is that I can walk into the back part of our yard and fly, thus with electric, no one hears it. I have been flying Drones for over 2 years out the back, with no complaints. My nearest neighbour is 400 metres away.

I am also building a copy of our Good-year racer my son and I flew together in the 70s and 80s. Fitting with an OS MAX 15 that had to be fuelled during the race several times.



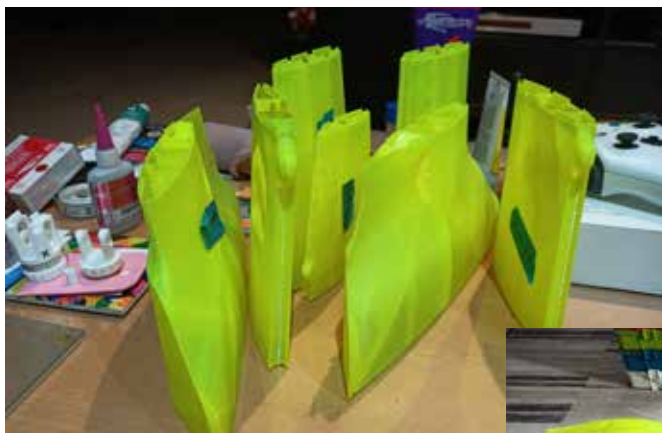
The finished project is now ready to fly on 25 foot lines.



History is made at Kelly Field

A history making event took place at HMAF Kelly Field on November 24th.

The first flight of a model built by Damian Blackwell with a 3D printer.



A few pics of the Panthera in pieces.

The whole machine was printed on a Creality Ender 3, total print time around 90hrs and an assembly time of around 2hrs, undercarriage, wheels and tyres were all printed.



Total cost of the airframe was around \$22 to print.

Battery compartment



Ken Ward and Bill Shannon were among many admirers pleased to be there to see the start of a new era in model making.



The moment of truth ...



The flight was completely trouble free!



Photos taken last month at Kelly Field

Once again many thanks to Peter Ralph.



Glenn Pearce's big Tundra from Hobby King. The big brother of his mid sized Tundra.



Scott Rappi's glow powered Pilatus PC-9/A in Royal Australian Air Force colours.



Ken Ward's ever reliable FMS SuperEZ V2



Details of Eagle now owned by Ian Searle.

Builder – Peter Lambert
Construction – Balsa with tissue covering, V-tail, no ailerons.
Wingspan – 1.5 metres (including detachable wingtips)
Power – 1200 kv bell motor, 8x6 prop

Fun to fly and looks good in the air.

Cheers



After many months Bob McAllister has finally finished his Waco cabin bi-plane.



Successful maiden flight on November 30th.

It certainly looks immaculate.

Congratulations Bob.



Three of Damian Blackwell's impressive scale models. All electric powered (and plenty of it as usual).



A Barnstormer built by Mike Hawkins. The model is a David Boddington design. The initial plan was first published in September 1969 and did not have ailerons. Mike's model is a later version with ailerons, modern non rubber wing fixing, and is powered by a Saito four stroke.





Billie is flying her DJI Mini quadcopter. She is very keen and takes every opportunity to get a few flights in.

Was quite turbulent.....I had a test flight with my other Skybolt with Saito 90 TS twin cylinder engine not flown since November 2018. A bit hairy due to conditions but all went well. Damian had a couple of flights with his model, but called it a day, early, due to turbulence.

Billie showed all three of us up. Was worried about the conditions but had several successful flights .

Nils was only good for one flight. As I said, Billie showed all three of us the way in less than ideal conditions.....:-[

Must be a moral here ???, Peter.



Happy onlookers at Kelly Field



FOR SALE

Last time I changed cars, about 2 days after I'd agreed a sale two members approached me hoping the Mirage was still available. This time I'll put it up for members first.

We are replacing Billies Colt VRX 2009 CVT. Running perfectly, and all good. Never binged and with full service history. A really nice one owner Colt with no known defects. To a member \$4000.

It has held 2 models of dog, 5 models and wife, me as well. Just as well we were friends huh?

See at Kf any reasonable day.

Nils