



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner

Well at last we have had a little decent rain. The conditions recently at KF have been the typical steady, almost windless March days and some enjoyable flying has been done by those that have ventured out. Some new models have appeared along with a couple of 3D printed ones from Damian Blackwell.

I must apologise to John Hodgson whom I referred to as Roger in last month's Newsletter.

Richard, a visitor from Alice Springs Model Aero Club has returned home after a month. He thoroughly enjoyed his flying at KF and thanks everybody for the friendship shown to him by our members. They fly from a bitumen strip. There must be the smell of burnt rubber one would think in mid Summer!

Also Grant from VARMS Melbourne who has been here in Hobart on work duties has returned also and has enjoyed his time flying at KF. Both are keen to make contact at KF sometime in the not too distant future.

Grant was more than impressed with our facilities and runways as their field is not much bigger than a football ground and squeezed in between high voltage lines one side and a large recreational facility on the other in Melbourne's Eastern suburbs. They have a somewhat difficult relationship with the Soaring Club and the power side is the minor party having lesser access to their field by a roster agreement. We are blessed and he relished all the space available for him to fly particularly with his Avanti Jet.

The pressure is on for their tenure to be terminated because of development and they may have to go to Pakenham Model Club. Rather a daunting prospect for them as they are social fliers like us with Foamie's etc. and Pakenham is the home of large aircraft and Jets. Also has a more strict hierarchy I understand. I wish to thank those members who made these two visitors most welcome during their visit.

(cont. page 2)



Barry posing with Damian's 3D printed model Wing.

Our Instructors, Peter Ralph and 'JJ' have been somewhat busy of late with instruction ongoing for three new trainees. All appear to be doing well and John Hall has bought himself a high wing 1500mm trainer, very nice. Like a Cessna I think.

Scott Rappi has succeeded in selling off a number of items with proceeds going to HMAAC. We thank Scott for his contributions.

Ken Ward and myself on Sunday 14th March attended the Scale Day at 'Phoenix' to show some interclub interest and fly the flag. A good day with quite a few large models. There were about 20 cars in the carpark so a reasonable turnout. Andrew the President said a number indicated they were coming but did not turn up. We had to leave early before the presentations so do not know who the standouts were for the day.



L: Phoenix Scale Day

R: Barry checking out a Sopwith Pup



Those visiting KF recently will have noticed the openness of the property as the horse fences have almost gone.

If anyone is concerned about the future of the grass fire risk at the end of the year, I have secured a party who will bale it if the quality/ quantity makes it a viable proposition. If not they are prepared to cut it. (Unpriced at this stage).

In preparation to improve the grass quality/quantity the harrows are going to be applied soon to the whole property to help with the soil structure.

I have been in touch with Peter Gard and he sends his regards to all. Misses HMAAC. He has been flying with the Cairns Model Aero Club which is small and social I believe. (see below) They fly from a large recreational field with grass to die for. He said the noise of it growing keeps him awake at nights! He has bought a house in Yungaburra village at the foot of the Atherton Tableland where he lived before coming to Tasmania. Is moving in at the end of next month. He can keep the weather saying it is 27degrees overnight. I think of this as I pull the Doona up over my head.



Please be advised that club caps, both black and charcoal are now in stock - normal price of \$15.00.

Happy and Covid Safe flying,

Barry Gerrard



Editor's Notes

Chris and I have just spent the last fortnight travelling around Tasmania with my sister and hubby. It was an amazing time for us as we had wonderful weather, stayed in amazing lodges and visited fascinating places, and our favourite - walks and boat trips in exquisite wilderness areas.



On visiting *Highfield House* in Stanley we came across the amazing photos and story of Aviation pioneer Arthur Long and his first flight across Bass Strait.

‘The story of the journey is just one chapter in the remarkable life story of the pilot Arthur Leonard Long, a WW1 veteran who was born in 1896 in Forcett, Tasmania. He served for 3 years in the AIF in France and Egypt before joining the Australian

Flying Corps to fly many precariously low bombing missions over France and Belgium, even sustaining a shrapnel wound in his leg from his own bomb!

After the war, Arthur purchased surplus aero engines from the RAF, had his own plane built by Boulton and Paul in Norwich, and had it shipped home to Tasmania where he thrilled the locals with aerobatic displays, pioneered aerial photography and commenced the first passenger flights between Hobart and Launceston, one passenger at a time! He also delivered newspapers to remote parts of Tasmania, but the lack of space in his little plane seriously hampered his capacity to grow his novel business. He even survived a mishap in the Tasmanian high country that required him and his mechanic to put the plane back together in Launceston.

By late 1919, a distant horizon beckoned for 23 years old Arthur L Long. He was dreaming of flying to Melbourne, and he was challenged by news that a Victorian pilot was preparing for a Bass Strait crossing! But there were a few clouds on Arthur's horizon. His trusty kite, made of fabric over a wooden frame, only about 18 feet long with a wingspan of 24 feet was not the most robust of vehicles, and most critically could not carry sufficient petrol and lubricating oil for the anticipated journey.

Not to be deterred, Arthur had an improvised petrol tank fitted, beside the pilot, in the front seat, with a hand pump to top up the main tank along the way! Also, an extra oil container was fitted in the cockpit that could be tapped by a rope operated by the pilot. These innovations however meant that there was no room for the mechanic, so Arthur had to wing it alone and he set out from Launceston for Stanley, the closest spot to Victoria and waited there for more favourable weather.

The intrepid Arthur took off from Highfield in the early hours of 17 December 1919 flying at about 500 feet due to a heavy wind and clouds. He did not see land for nearly 3 hours and about halfway across the strait, the rope connected to the oil reservoir broke and things looked grim, so the sight of land at Torquay was a godsend.

Arthur landed “in a small field about a mile southwest of the township” and with the engine still running, he managed to get the spare oil into the sump, jumped aboard and took off without delay eventually to land at Careys Aerodrome, Port Melbourne, 4 hours and 10 minutes after leaving Stanley. His average speed was about 112kph.’ *a.*

a. Written by Lorraine Marshall;
Nov 19, 2019.

Posted in *Gallery, People, Pioneers, Torquay*

Farewell by school children in Stanley



A number of prangs ...

Perhaps it's Covid19 and concomitant lack of flying aided and abetted by the weather, or just plain co-incidence but there seem to have been quite a number of prangs recently, three in one day a couple of weeks back.

I know of two where control checks failed to detect a problem (ailerons), two where the model went in during a normal flight with no immediate reason apparent. Regarding these latter two, the owners after consideration, think the model to have been in a stalled state though in others, pilots could point to no known cause. As I recall virtually all accidents occurred on perfect days with little wind. One accident posed no particular investigative difficulty, when a visiting pilot flying a very fast EDF jet was practicing low passes about 50M on the far side of the main strip. With Kf to himself, he lowered each pass until he found the limit at 0M altitude. Quite spectacular. I didn't see the remains but was told it wasn't pretty.



Illustration only

As far as poor control system checks are concerned there is no excuse. These have the potential to be dangerous in that the failure normally becomes apparent as the model becomes airborne much to the surprise of the pilot, close to the pits and spectator areas.

Just what do we have to do to ensure pilots adhere to the rules and check properly? Just because you flew the model a few hours ago and it was fine does not mean it's fine now. Modern transmitters make unintended changes easy when scrolling through the programming and errors remain unsuspected.



So please, check controls properly before EVERY flight.

Cheers Guys

Nils CF/SO



Jasper's brassed off - no one had any cake. As the temp is only 20C Bob's wondering if a fire would be good.

Is the world going stark raving mad?

Hobby King posted a link to the EASA (European Union Safety Agency) rules for unmanned aircraft which includes drones and all other radio controlled models. Great methinks I'll have a look. Wish I hadn't! If this is a representative document then I know why the UK wanted out.



It was headed "EASY access Rules for unmanned aircraft systems" ie. Model aircraft - Note the EASY. There must be another more complete document somewhere. I have no intention of summarizing these rules in part because I never achieved the fortitude to read them but to give you a taste.

The document has 309 closely worded pages. The list of abbreviations contains approx 52 entries which would have to be memorized to read the document. It includes such interesting and elucidating subjects as - RLP = requiring C2 link performance. Or how about a simple one - SAIL = Specific assurance and integrity level. Yea gods.

I finally got to the definition 5 on page 17 (with another 292 pages to go) which by this time my last brain cell had given up entirely and was fully occupied in keeping my heart beating. To whit --
5 - Robustness means the property of mitigation measures resulting from combining the safety gain provided by the mitigation measures and the level of assurance and integrity that the safety gain has been achieved.

At this point I thought a good G&T would perhaps help. The first didn't help so I pressed on until finally when the bottle ran dry, I went to sleep to dream of the thousands of minions slaving away writing this crap.

I'm not feeling refreshed

Cheers

Nils



Billie looking for her drone while the drone is looking at her - kinda creepy.



Control Line Flying

Glynn Shevels

I am really getting back into Control line planes, after 6 weeks of trying to fly without getting giddy, on Wednesday I flew three of my control line planes without getting giddy. (full tanks)

I am at present building a copy of a Goodyear racer that my son and I flew in the 80s winning lots of events in the state (Victoria) and also flew it at the Nations at



Wagga Wagga.

Really enjoying building it as I have no plan and doing it by using the original.

PS. I fly on Wednesday and if you have a control sitting in the shed come out and fly it!



Above: The Original and the copy I have built ready for paint.

Right: One of several championships trophies we won.

Below left: Latest Control Line build that hopefully will fly better.

Below right: Still playing with electric Control line, slowly getting there. Picture of latest build.



Photos taken last month at Kelly Field

Thanks to Peter Ralph



Sunday 7th of March.

Best turn up at KF for several years, except for official events.

19 cars in the car park.

All model stands except three in use. Three drone flyers. Four ladies also attending.

We were visited by the Stillman family. Rick, Gaynor, and Archie - one time HMAC 'member'. They were members of HMAC before moving over thirteen years ago to live at St. Marys. Rick is flying models with the East Coast RC Flyers club.



Billie Powell has now qualified for Multirotor Silver Wings.

It is interesting that Billie`s flight statistics a few weeks ago were a total of 7.52hours, and 11.8 Km, over 94 flights.



Ken Ward's Boomerang EP Trainer, 46in wing span rebuilt and decor by Ken.



*Some more shots of the Scale Day at Phoenix.
from Ken Ward*

*Below: A Stearman PT17. Ken said it was nice to
see it flying.*



*L: World War 2
British slow
flying military
Westland
Lysander
observation
short take off
and landing
aircraft.
Also used to
insert and
retrieve allied
agents in Nazi
occupied France.*

A few humorous shots from Nils & Billie:



The owner checking to make sure nothing crept in to sleep when his back was turned.



Chris is about to arrest a guy for theft with a model disguised as camping gear. He took some convincing it was Doug coming in on his bike!

For some unfathomable reason Peter decided to try and land his drone on his head...

