



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner

Need I say it. Wind and more wind. This is April, not October/November. Due to the changeable weather I have little to report as I have not spent much time at Kelly Field of late except for mowing.

Sebastian Serfontein recently went to Canberra and took part in the Scale Day Rally there. He presented as HMAAC on the day and came away with some awards. We thank him for his representation. Apparently the organisers were most welcoming to have a competitor from Tasmania in their midst.

Dates to note:

The HMAAC AGM/GM will be held on Sunday 13th June at 10am. Please attend if you can.

The lease renewal for Kelly Field by HMAAC will be negotiated with Clarence City Council in April 2022.

As that is all I shall conclude with the following:

Most members probably think I am an ARF modeller. I have been a builder since 10 years old so I have backed this up with a couple of photos.

The Glider is a 12 foot wingspan 'Minnesota Floata' built from plans obtained from the USA. During a downward spiral whilst flying in Sydney to get out of a severe thermal, the left wing broke away at the root (with little damage) however the fuselage broke in three places at ground zero. All good and ready to fly. That was 40 years ago. I recently fitted a pylon power pod as we have no bungee at HMAAC. My Grandson is now 21 and 6 foot 3.

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The Canard is a quarter scale 'Quickie' built from plans from RCM&E. Designed for a .40 IC engine but has instead now a 'Turnigy 60' electric drive. This is also 40 years old and never flown. Just got around to painting it the other day!

The biplane is a 'Hiperbipe' from RCM&E plans suited for a .25 IC. I would like to convert it to electric power however battery access is a major problem and yes, it is 38 years old!

I have not built any aircraft since coming to Tasmania in 1987.

Happy and safe 'Covid' free flying when you can.



Barry Gerrard



Editor's Notes

I also have very little to say this month, other than to say Chris and I are looking forward to the Annual Meeting in June.

For me it's a great opportunity to get to know you all that much better, and I can say I heartily endorse Charlie Conner's warm remarks about our club and feel very privileged to be a part of all that goes on.

As the weather gets cooler and you have more time on your hands I'm looking forward to some more articles coming my way. So many of you have done some amazing projects in your modelling careers, and visited some wonderfully inspiring places/shows, so we would all love to hear about them.



Sue Venn

A New Member's Perspective

Charlie Connor



I'm guessing it has been close to twenty years since I first took the plunge into this hobby and began learning to

fly fixed wing RC aircraft. I only managed three lessons though, then with my second hand IC trainer, before life got too busy with young children and the start of a career in medical science. Since then I entered the world of multirotors and built many from scratch, back before the days they became available as kit builds or were pre-assembled. I enjoyed the challenge of trying to get something with four motors to stay in the air. 'Return-to-home' and 'self-levelling' was something I did after a big night out - they didn't exist as modules in the RC world at that stage. Operating multirotors has been and continues to be very enjoyable for me and has developed my skills in positional awareness and stick control.

However, I never lost the urge to get back to fixed wing aircraft! I have been an avid user of Microsoft Flight Simulator (and owned every version that was released, including the latest one which is a must buy for all flight enthusiasts) and RC flight simulators.

Working in a stressful job as a Forensic Scientist with the Department of Police, Fire and Emergency Management, I needed a way to relax and focus on things outside of the mayhem of murders, sexual assaults, and so on. My wife, Karen (who is becoming a regular visitor to the club and is as interested in the aircraft and the goings on at the club as I am) provided me with the encouragement to make contact with the club via the website. From there it was cascade of communications, culminating in discussions with Nils who assigned me my flying instructor, JJ.

I am so thankful for the kind welcomes and generous support from every member I have met so far at the club. I look forward to meeting those of you I haven't come across yet. I'd like to particularly thank JJ for his time, encouragement and patience as my instructor and I look forward to continuing to learn from him as I move onwards and upwards in the hobby. I especially appreciate that as an instructor he knows when to loosen the chain and throw you in the deep end.

He hasn't even sworn at me once yet!



Foamboard 'Flite Test' models

Charlie Connor



Lets face it, half the fun of this hobby is the work we do at home right? Researching new models and equipment to purchase one day ("I must have won it in a competition" has worked for me, but it starts to lose its effect after the third model arrives), preparing models for flying the next day and building new ones.

One resource I came across during my early days of building multirotors is 'Flite Test', started by a few young guys in the US who are

passionate about flight and community and encouraging people to build using foamboard and fly without any huge expense. If, like me, you are on a budget then it is well worthwhile checking them out at <https://www.flitetest.com/> . I'd also recommend them for anyone new to the hobby and wanting to learn about flight concepts and the components that go into a model.



They have been an excellent source of knowledge and entertainment for me for many years and provide links to free plans and instructions to scratch build a variety of RC aircraft.

Check out the following link: <https://forum.flitetest.com/index.php?threads/sp0nz-plans-index.17136/>

Desktop build, and finished model of FT Commuter, based on a Cessna 150M.



Building Dusty Crophopper

Shown in the photos are two Flite Test models I have built recently, when waiting for the weather to be favourable, but are yet to be maiden.

One is the FT Duster ('Dusty Crophopper') from the Disney movie 'Planes', and the other is the FT Commuter, based on a Cessna 150M. I'm crossing my fingers that they actually do fly. If something catastrophic happens then they only cost me \$20 in materials and I'll build another one.

Generally the builds are pretty easy and just require a sheet of foamboard, a sharp hobby knife (or someone with a CNC cutter – is there such a person in the club perhaps?), some hot glue and a little time and patience. All the models have a video in YouTube so you can follow the build progression.

Thanks to my wife, Karen, who has the skills and equipment to produce professional quality vinyl decals to allow me to finish off the models properly. If anyone is interested in decals for their models or equipment feel free to come and talk to me or contact me by email: charles.connor@fsst.tas.gov.au.

Happy flying.



Decals by Karen



Photos taken last month at Kelly Field

Thanks to Peter Ralph



Damian Blackwell's new Hanger 9 Funtana 50 X converted to electric. It has a wingspan of 1500mm, powered by a TomCat G52, 4 x JR8411 servos, and guided by the new Radio master TX16S max.





'The engine is an OS48 Surpass 4stroke which will be going into a Flair Mangnatilla that I bought at the HMAc Xmas lunch Swap meet, I have taken photos of the build and would be happy to write an article for a future newsletter. The test bed base is made from surplus Blackwood I have lying around finished with a 2 pack varnish, the test bed I purchased from the UK manufacturer on line which is a much more sturdier product that you buy from the Asian market.' Ian Gannon (Ganno)



Below is Max, a young friend who Ian met last year whilst hunkering down in the Whitsundays during covid lockdown. Max's family were also there for the duration and home schooled their children on their boat. Since then they sailed all the way down the East coast and came to visit Ian. Young Max was thrilled to come and visit HMAc and best of all he was given a cap (which he doesn't want to take off!). This was fortuitous as on a recent Virgin flight home to Mooloolaba he (and his cap) were noticed and invited into the cockpit!



Below Left Max with the club trainer. Peter Ralph gave him 3 home lessons and he went very well. Right Max holding Damian's Viper Jet, which he thought was really cool.





Damian Blackwell's McDonnell Douglas F-4 Phantom II is a tandem two-seat, twin-engine, all-weather, long-range supersonic jet interceptor and fighter-bomber originally developed for the United States Navy by McDonnell Aircraft. It first entered service in 1960 with the Navy.

Damian has brought this relatively small model out of retirement.

The model is impressive looking and has excellent handling and flying qualities.





Nils acting as ground crew for drone pilot Billie.

Glenn, Nils and Billie, studying the 3D printed first stages of what will be Damian`s Aeromacchi MB339 electric powered jet model.

Helicopter is Damian`s new small, (as opposed to micro) model. Is an ALZRC DEVIL 420.



Ladies admiring Chris Venn`s BMW. Obviously more interesting than model aircraft.



Master and apprentice?



Who's teaching who?



Where the hell is the plane?

Plane lost? ... look behind!

