



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

Patron: Doug Chipman

email: csvenn@bigpond.com

June 2021

Editor – Sue Venn

President's Corner

I have very little to report this month as not much has happened at Kelly Field due to the changeable weather.

Ken Ward and I recently attended the TMAA AGM in Campbell Town. Ken was duly elected to the TMAA as Secretary as Tony Sheppard is standing down for a couple of years or so. HMAAC nominated Ken and North West seconded.



In the latest edition of MAAA 'Wingspan' there is a very good article on the 3D printing of models by Damian Blackwell of HMAAC. This was put together from information supplied by Damian to the Editor of MAAA and will make for interesting reading for those in modelling who are willing to take this type of building. Good that HMAAC has been given exposure to the mainland clubs.

Over the Winter period we have had troubles in the past in maintaining battery voltage to the mowers. We are installing a trickle charging facility from 4 new solar panels. These will service both the mowers and the battery charging shed. It is considered that the present panels are long past their use by date.

To ensure that the sanitising of hands becomes more the norm, the club is setting up two automatic wall mounted stations. Please ensure that you use these frequently as the use of bottles in the shelter has been a little lax of late.

Ken Ward and I visited the 'Roaring Forties' at the beginning of May for their 'Fun Fly Day'. Not a large crowd however a good day and the usual excellent BBQ lunch.

Happy and safe Covid flying,

Barry Gerrard



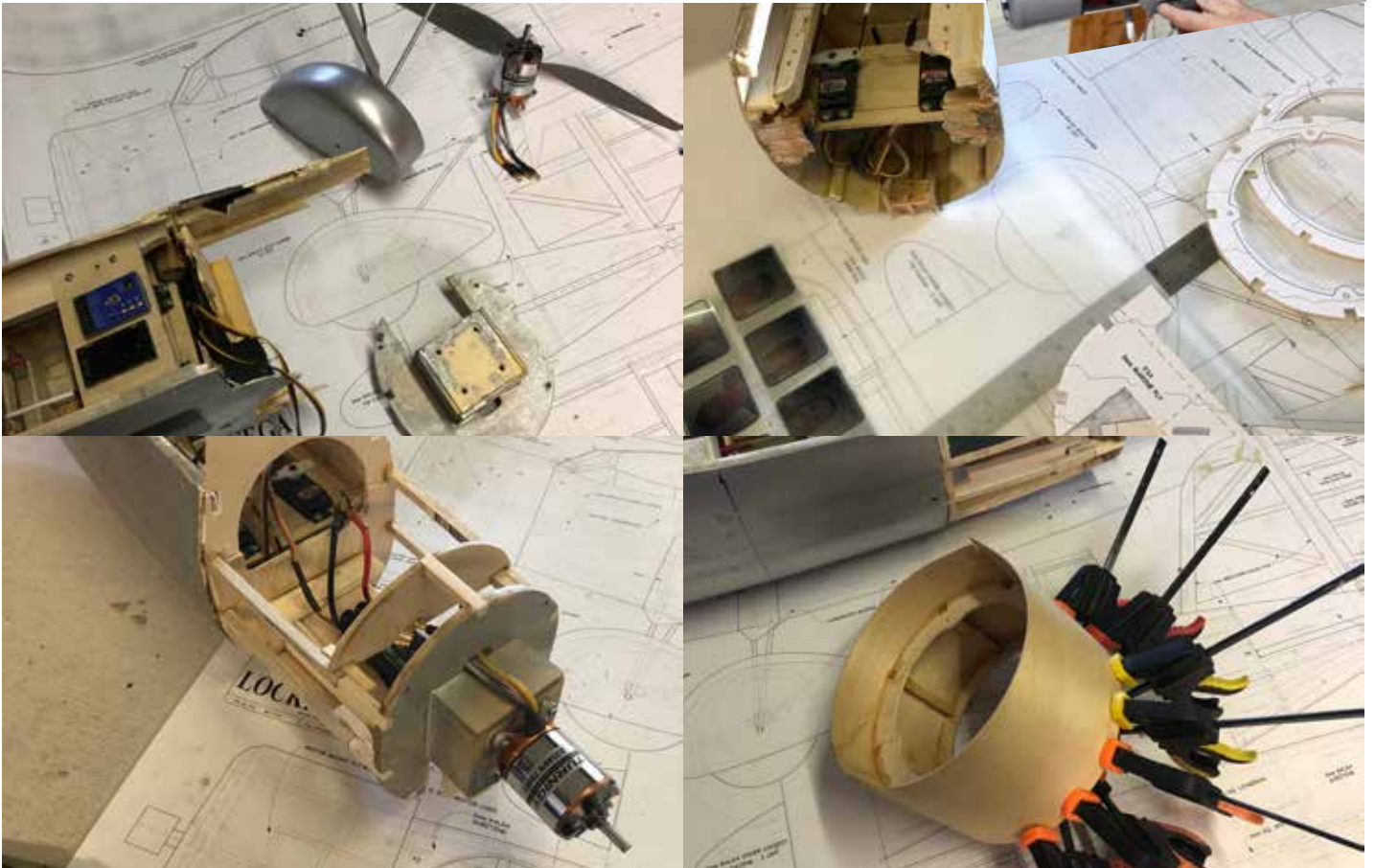
Editor's Notes

It seems to me that the last month has been an industrious time for many.



Damian's 3D models continue to fascinate. One gets the feeling he is enjoying this amazing new printing technology! **see page 5**

Perfect flying weather has been a spur in getting models flight worthy for Chris. In between working on his latest model of a Howard DGA 3, he has also spent quite a deal of time resurrecting his gorgeous old Lockheed Vega, which had a stupendous smash, nose first into the ground, due to receiver failure. **see Nils's article page 3**



He didn't think he would attempt to rebuild it, but I especially loved it as all our children and grandchildren can be seen as 'passengers' looking out of the windows. It's a model I want him to bequeath to one of them! So next thing I know he's into the project. Now it's all repaired - with new shock absorbers and soft tyres to help with future landings. **L-R: 1: Few remains of nose section, 2-6: step by step repairs - 7: ready to fly again!**



News from our Secretary / Treasurer

May 12th

Peter McDonald, the President of the Inverloch RC Flyers, Wonthaggi Rd, South Gippsland, had a great morning at Kelly Field and was very envious of the club set up and member numbers.

He has family in Mt Nelson and will be back with planes etc.

If any HMAAC member is down his way, please call him and you will be made most welcome.



Ken Ward

A Reminder from Nils Powell

An addendum to Chris' article on the dismantlement of his Vega and Fokker following crashes. He sent me an SMS roughly as follows. (abbreviated)



"Dear Nils,

Subsequent to the crashes I recalled your writing an article about the need for range checks which in turn prompted serious revision of the flights. Somewhere in this newsletter Sue has some pix of the subsequent rebuild of the Vega. I had been sure it was a result of a faulty receiver. Prior to the second crash the Vega took off perfectly but on the first turn it went into a dive and was stopped only by the intervention of mother earth. I had a similar situation with the Fokker for which the receiver had also been blamed but could not subsequently be faulted as it was completely destroyed by fire. As there were two different pilots finger trouble seemed unlikely."

Chris goes on to say and full marks for being up-front about this. He continued - -

"In this case the Rx was crammed into a tight space along with motor, battery etc which combined with the Fokker crash tended to bring the Rx into focus. Then I considered your piece on range checks and realized no range check had ever been carried out on the models. But as the models crashed at a distance from the pilot loss of communication had to be considered which is when the range check issue became of interest. Would you write a short article on this please for the benefit of other members. I am quite happy for you to use my name to illustrate the point as I'm reasonably confident this could be the cause of my and other crashes."

Chris is correct, range checks should always be part of the days first flight. Often omitted day by day, they are vital for the maiden flight or after any repairs are carried out. To outline a proper range check - A brief checklist - Do not just walk out the 30M waggle the sticks and consider the matter settled. It is sensible to check the Tx in several orientations held high and low and in front and behind the pilot, you don't need to check for proper control movement in that this should be done on the bench. It only takes seconds. It's sometimes interesting to walk out for the check (counting the steps) but continue out until the system starts to glitch which is usually considerably further.

Another matter. Many receivers (FRSky for one) have removable aerials so that you can fit longer lead-ins (available as spare parts) to make installation easier or to give clearer positioning. It is sensible to ensure both antennas are still firmly attached. It is easy if you're rough or clumsy to detach or break the soldered joint where it enters the Rx. Because control checks are normally carried out on the bench a detached aerial is hard to detect other than by inspection even on hastily carried out range checks.



Water planes from Peter Ralph's collection



Peter sent us some great shots from his photo archive compiled over the last 23 years. These are a few to tantalize us ...

Below: Stinger taxiing on the water belongs to Peter, powered by a 46 Enya four stroke. Today it is powered by a 3 cylinder Saito 90 radial. Has flown off wet grass at Kelly Field.

Above: Airborne Stinger belonged to Garth Wilmot.

Below: Peter cannot remember the model or the owner's name. Anyone know?



Above: A de havilland Beaver owned by Andrew Hutchinson.

Left: Another unknown model, but a great shot!

All I can think of is "Oh No!" Ed



Photos taken last month at Kelly Field

Thanks to Peter Ralph



*'Dusty Crophopper flies!
... What a relief.'* Charlie Conner



Damian Blackwell's latest 3D model:

The model is of a Macchi MB339, 1mtr wing span and 1mtr in length, 70mm fms EDF unit, 3D printed scale landing gear, the machine will be powered by a 6S lipo.

Note Damian's name and rank on the fuselage...



Stuart Smith's gorgeous SE5a model, in its uncovered state and in flight!



Sadly Stuart has no information on it. Was from an unknown kit with no plan. When he tracked one down it was unnamed!





Bob Morrison's model is a Tundra but with a different undercarriage from standard and also different windows and decorative trim.

Has a brilliant short take off ability and a very steep climb out.

A bit of history, naturally a little vague after all these years.

- HMAC was formed from the Tasmanian Radio Control Association. It seems Bob was the first President of the HMAC but he is not 100% sure. He remembers being Treasurer several times. Bob was Peter's instructor almost 40 years ago. Peter takes it as a compliment that he cannot remember him as a student...(few problems?). It was six months of Sunday only instruction sessions.



Just for some historical fun Ken Ward remembered a photo of a handsome young Bob in an earlier issue of our newsletter, the 'Hobart Flyer' - 25 years ago in 1996.





Keith Drew's very large Piper Cub powered by a flat four cylinder OS engine.

On board glow cuts in at lower throttle settings for ultra reliability.

The model is a few years old now.



**Phil Murrell and his Pitcairn Mailwing:
'A 1930's U.S Postal service aircraft.
Built from plans and Sarik Hobbies 'Short Kit'.
Electric power.
Dummy Radial engine fools a few!
Yet to be flown, so not sure if it's a Hanger Queen or not!'**

Cheers, Phil



Later in May taking off

and it did fly!

