



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner

Well this will be short as the weather has been against us and I have not been to Kelly Field much at all to catch up on the gossip and any new models.

Unfortunately we recently lost two of our long time members with the passing of Peter Hubbard and Chris Rowe. They, their models and conversation, will sadly be missed at Kelly Field.

HMAC are going to host the presentation of the Service Medal to Tony Sheppard for his work with the TMAA/MAAA over many years. All are welcome to attend. A basic BBQ will follow for the cost of a donation.

We still have some members who need to renew their memberships and settlement would be much appreciated.

I said it was short.

Happy and Safe Covid free flying,



Barry Gerrard

*Denis Lindsay has contacted Barry with some models to sell. He is happy to negotiate.
email: denislindsay2@icloud.com
phone: 0418 909 234*

SkyRaider



Flight Box



Sopwith Camel



Boat

Editor's Notes



This month has been exceptionally quiet on the HMA front. Last month we had our largest issue ever but this time we have shrunk to our smallest.

I asked Chris to give me a few comments so I had something to put on my page.

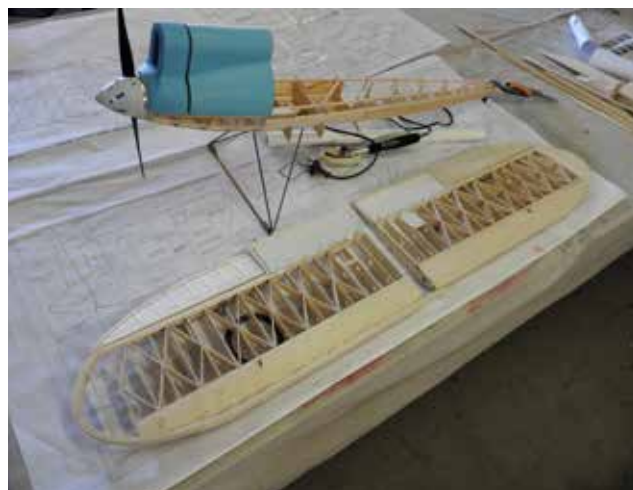
With the first cheerful blooms of Spring appearing hopefully we can all look forward to some warmer flying days ahead.

Sue



Over the last month, owing to inclement weather, I've been encouraged (by 'She who must be obeyed') to press on with my Howard DGA. The real reason for this encouragement is the fact we have seven grandchildren and she wants me to leave one of my early model planes for each. At the moment I only have six, so you can understand the pressure I'm under! It's SO SLOW and time goes by with not much to show for it.

Another problem is that the plans are hand drawn, and not that accurate, which in turn means quite a lot of trimming to get things straight, but we persist. What I've learnt through this experience is to choose simpler projects!!



One of my old style models is a little Nieuport 11 which I made 8 or 9 years ago, and has been hanging up in my workshop after only being flown two or three times.

See pic below from Peter Ralph's archive

I've always been interested in early aircraft, having also made a Waco 9, Cato Butterfly, Fokker D8 etc, but the Nieuport 11 caught my imagination as it was the single means by which the allies overcame the Fokker Eindecker, which in itself was a close copy of the Moraine Saulnier.



The Nieuport was a sesquiplane fighter plane, which came into service in 1916, and used ailerons instead of wing warping, and a conventional tail (by today's standards), instead of the all moving balanced elevators of the Fokker. As a result it flew rings around the Fokker, and the model also has very good manners in a gentle sort of way.

Chris

Photos taken last month

Thanks to Peter Ralph



*July 30th.....'a gentle breeze and not cold. Where was every one?' Peter
'My Skybolt and Damian Blackwell's Hawk in Saudi Air Force colours. Two ever reliable models.'*



*Peter's amphibian is a
Sea Monster.
It was pictured in the
Nov/Dec 2007 edition
of HMAc newsletter.*

Took a few more photos of water planes:

Red/white model on floats is a VMAR Extreme Stick.

My model was much more moderately powered by an Enya .46 four stroke. Took a while to get up on the plane, and then a longer run to get to take off speed. Good fun though.

Plenty of spray generated on the longer than Garth's short take off run so fitted spray rails to the first third inside side of each float. Extremely effective. (That is why they are used in many full sized water planes).



Propellor was then in a spray free environment and worked much more efficiently. I also felt more at ease concerning the under wing servos.

When we no longer flew off water I installed the Saito 90 three cylinder radial and removed the water rudder. Added the black tape to underneath forward part of float hulls and flew off grass at Kelly Field.

The Saito 90 is a not very powerful powerplant and performance was no better than with the Enya 46. Very sedate actually.

Garth's red and yellow model was a vigorous performer powered by, if I recall correctly, a powerful .46 two stroke and got off the water very smartly.

It was never a good flyer for me on land though



Garth claimed no problems when he owned it. Was one of those models that for me was prone to dropping a wing just before touch down so fitted floats.

Did the same on water so model was retired after two flights. Is fitted with a very nice Enya 40SS plain bearing motor.

Peter

