



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner

Little to report this month again. The weather has been very ordinary with wind, rain and the odd sunny day however it seems this has not been a deterrent for the likes of Peter, Damian or Jon Hall for that matter, Peter's new Trainee.

The letter for our Kelly Field Lease Extension due in April 2022 has been finalised and will be handed to Clarence Council early November. I wish to thank Keith Drew for drafting the document. Oversight was done by Garth Wilmot and myself. It will go before the Committee for approval on Sunday 31st October. This is the most important event concerning the club in the past twenty years.

The grass at Kelly Field is getting out of hand with all this rain so one may have to be a little tolerant regarding the state of the grass at times. It will be done by Phil Hubbard and myself when time allows. Please try to avoid wet areas when parking. A float plane may be appropriate at the moment!

We recently had the passing of a long time and respected club member, Joesph Ortuso. Our condolences go out to his family at this time.

Happy and Covid safe flying. I am just putting on my snow shoes!

Barry Gerrard



Editor's Notes



It certainly has been a notable month - firstly because of all the (wonderful) rain which lead to minimal flying days, then the inclusion of a mini lockdown with masks being mandatory in certain situations - see Nils's reflection on where that lead him!

Chris is still plugging on with his Howard DGA model (*see below*). One good thing about all the wet days is that it has meant there is nothing else to do but get back to it. He says it is the most complicated model he has ever made and is longing to finish it - the aim is by the end of the year ...

I want to send best wishes to our Secretary, Ken Ward, who's had a sudden and very serious health crisis in these last few weeks.

Ever since I took over the role as Editor of **Torque Back** Ken has always been there for me with his support and warm concern and I am deeply grateful. Our thoughts are very much with him at this time.

Sue



A Cautionary Tale

I wrote the piece below and sent it to Sue. A day or so later the Government had the unmitigated gall to lift the restriction on the use of masks prior to publication without notice.

Sue made the point that the lesson was still valid and should be promulgated for future reference or she would be obliged to publish a filler I suggested about the heartrending events attending the mounting of my newish gate which she thought even less appropriate.

Why my glasses fogged so suddenly I don't know, maybe the mask slipped a bit but once it cleared there was still much reduced visibility as water droplets replaced the lens fogging.



Being the law abiding citizen I think of myself as being I set off for Kf one fine cool morning, batteries charged, model checked. Signed in via the app, there's a brand new mask prominently displayed where my mouth can normally be observed.

Airborne and chugging along downwind I turn base and suddenly - the known world vanishes, no model and no scenery. With lightning reaction I ponder this phenomenon for a while before deciding action is required. I pull the mask off or more correctly half off and it finishes the job by falling onto the transmitter. By this time I have about 50% vision as the vapor from my breath starts to condense to water on my glasses. Missed approach, steady the model, then both fingers off the sticks as I clear the mess.

Now I know there is a mask wearing requirement but you need to be aware on a coldish morning, of the mask causing glasses to fog up and the possible consequences. All I can suggest is to wear the mask up until the model is ready for takeoff then leave it off until you've landed. Masks are not mandatory for "recreation" which we could argue covers us, and as long as proper distancing is maintained this should not be a problem.

Safe flying to all

Nils - CFI, SO, *Jester to the gods.*



Photos taken last month

Thanks to Peter Ralph



Damian Blackwell's model is a Blackhorse Proctor 90mm EDF. 6S lipo.

SPECIFICATION:

- Wingspan: 1,360mm (53.54in).
- Length: 1,480mm (58.27in).
- Flying weight: 3.6kg (7.92lbs).
- Wing area: 40.6dm².
- Wing loading: 88.6g/dm².
- Wing type: Naca airfoils.
- Gear type: Electric retract gear





On Wednesday October 27th it was the most perfect Spring day which brought a lot of members to Kelly Field.

Barry Gerrard, looking different?



Bob McCallister enjoyed giving his new plane its maiden flight.

"The plan for this model was enlarged by Bill Deal from the Roaring 40's club from 63 inches to 72 inches. No building problems, straight forward model."



"Problem caused on test flight was caused by too high positive wing incidence, about 3 degrees.

This has now been reduced and will see how it performs on next flight." Bob



Phil Murrell flew his old Topflight kit called 'Freshman Trainer' - dates back from 1970's. Originally for .29 to .40 2 stroke but flies much better on Electric power source.



Billie Powell enjoys the sun while waiting to fly her drone.



Jon Hall and Damian Blackwell discussing Peter Ralph's Seagull brand Skybolt powered by a 21cc twin cylinder petrol engine.

Stuart Smith flew his Wing.



Another new addition to Damian's growing 3D collection

A great new 3D printed model by Damian Blackwell.



Damian and Jon Hall no doubt discussing the chances of success for the model's first flight.

It went faultlessly.



The aircraft is a Super Chipmunk by 3DAeroventures.

It is 1/6 scale, hybrid design printed with PLA+ and LW-PLA.

It is powered by a 5055-430kv motor with 6S 5000mah lipo for power.

Graphics by Callie.

Recent Visitors

The gentlemen from Possability recently visited for the third time this year. As usual they showed considerable technical interest in the proceedings.



The aerobatics performed by Damian's small helicopter again created much amazement.



Up close and personal bought smiles.



Beautiful Models for Sale

Past member Julian Scott is selling some beautiful models. They all have servos etc. and are fitted with HiTec or Spektrum receivers. All aircraft are in excellent condition. You can make a sensible offer by contacting Julian: cdscott@iint.net.au

Top: Phoenix glider:
Wingspan 1600mm
Fuselage is plastic
Receiver: Spektrum AR610
Condition: perfect
Price circa \$170??



Right: (Unknown) High wing monoplane
Wingspan: 1500mm
Engine: OS E3030 glowplug
Receiver: Spektrum AR6600T
Condition: Excellent
Price circa \$250??



Left: Hangar 9 Pulse XT
Wingspan 1500mm
Engine: Evolution 46 glowplug
Receiver: Hitec Optima 7ch
Condition: some hangar rash but no major repairs.
Price circa \$250??

Right: Parkzone Conscendo Advance glider:
Wingspan 1500mm
Receiver: Spektrum AR636A (stabalising) Handbook
Condition: perfect
Price circa \$150??



see page 10 for more items for sale...

Beautiful Models for Sale - cont

Wing (not pictured)

The usual type (whatever that is!) with wingspan of 900mm

Receiver: Spektrum AR400

A bit rough but definitely a goer.

Price - \$50??

2 Spektrum DX6 transmitters

Both as good as new

One is in an aluminium case, the other in original box

Both have rechargeable batteries.

Both are Mode 1 but can be changed

Price \$225 for the one in a case. \$200 for the other.

Hitec X1 Touch multi charger in aluminium case (not pictured)

Price \$30

For those interested Barry has full set of photos (13) available at: [**bgerrard@bigpond.net.au**](mailto:bgerrard@bigpond.net.au)