

TORQUE BACK

July 2022

What's news?

The HMAAC Annual General Meeting was held at Kelly Field on Sunday 19 June 2022, followed by a general meeting. The morning commenced with a respectful minute of silence to reflect on the previous 12 months, with the passing of former Club members; Joseph Ortuso, Chris Rowe, Tony Vanderkelen, Ken Ward, and life member Garth Wilmot.

The new committee was elected, unopposed, as follows:

President:	Glenn Pearce
Vice President:	Philip Murrell
Secretary:	Charles Connor
Treasurer:	Jason Bedelph
Ordinary Members:	Phillip Hubbard Damian Blackwell Barry Gerrard

Safety Officer

Nils Powell has stepped down as the HMAAC Safety Officer and Damian Blackwell has been appointed the new Safety Officer. We thank Nils for his time and effort as the Safety Officer. Nils will remain the **Heavy Model Inspector**. A friendly reminder that safety at the field is everyone's responsibility, please be safe and look out for each other. Please report any concerns or issues to Damian.

Chief Flying Instructor

Nils Powell has stepped down as the Chief Flying Instructor (CFI), again we thank Nils for his time and effort as the CFI. The TMAA have endorsed Damian Blackwell as the "Deputy State Flying Instructor" (this appears to be equivalent to the previous CFI position).

Lease Renewal

Our lease renewal is still in the hands of the Tribunal, leaving us nothing more to do, just sit and wait for the decision. As soon as we hear anything we will let everyone know.

Control Line Circle

The Control Line Circle is in desperate need of top dressing due to the uneven ground, making it difficult to take off and land. The Committee has made this a priority and will be addressed as soon as weather permits.

Small Wheel Runway

The Committee are investigating various options to address the drainage and moss issues, including Geotech fabric, synthetic grass or similar.

2022/2023 Membership Fees

Membership Type	Full Year	Half Year
Senior Member	\$230	\$115
Junior Member	\$75	\$40
Associate Member	\$125	\$62.50
HMAAC Life Member	\$105	
Social Member	\$15	

Hobart Model Aero Club Inc. (00549C)

Patron: Doug Chipman

Editor: Karen Connor

Email: hmacsec@gmail.com



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President Report

As this is my first Presidents Report it would be remiss of me not to give a big vote of thanks to our outgoing President Barry Gerrard. Barry has been an outstanding leader and contributor to this Club and during his years as President he has given his all to improve Club facilities and the operation of the Club. I don't think our members really know how much work Barry has put into improving and maintaining the Club. I definitely have big boots to fill. Barry was going to have a well-deserved rest from the Committee but due to the lack of nominations he decided that for the good of the Club he would nominate for the Committee. I am very pleased to have him and his experience on the Committee.

I would also like to welcome back Jason Bedelph as Treasurer. Jason is also a former president so I will have strong support and guidance with two former presidents on board. I am pleased to have returning Committee members Damian, the two Phils and Charlie on the Committee. I think I have an exceptional group of members to work with.

I must thank Charlie Connor for taking over as Secretary after the sad passing of Ken Ward. He, together with wife Karen have managed, after much hair pulling, to get a handle on Club communications, systems, and website. Without their efforts the Club would have been in a bad state. Despite this difficult introduction Charlie put up his hand to continue as Secretary, with Karen's assistance managing the website and editing this newsletter.

I believe we have another strong Committee this year so please provide your support. Should you have any issues please talk to one of us.

As some of you will know I am presently on my annual Winter warmer trip in Queensland. I am currently flying with Hervey Bay Model Aero Club as I packed my Tundra in the roof pod of the car for the trip up. The flying strip is excellent, and the members are very welcoming. Flying elsewhere makes you very grateful for the facilities and particularly the unrestricted access we have at Kelly Field. At times we do take what we have for granted but we have one of the best Clubs I have seen, and we must be diligent in ensuring we protect and improve our Club.

That's enough from me so don't be timid get out to Kelly Field and get airborne.

Glenn



"My reliable and transportable Tundra."

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MEMBER NAME: Glenn Pearce (President)

Interviewed by Karen Connor

KC: How long have you been a member of HMAAC?

GP: I have been a member of HMAAC since 2014. Previously I was a member of the Launceston Model Aero Club from 1975 to 1997.

KC: What made you decide to join this club?

GP: I joined HMAAC as I was aware of the Club through my previous membership with the Launceston Model Aero Club.

KC: Why did you decide to start building/flying model aircraft?

GP: I have always been fascinated by aircraft and as a teenager built many airfix kits. In 1975 a friend who knew of my interest and was a member of the Evandale Model Aero Club gave me a kit, assisted me to build it and taught me to fly. I greatly enjoy both the building and flying.

KC: What model aircraft are you currently flying? And why do you like this model?

GP: I currently fly a number of aircraft including a Grande Tundra, an Ugly Stik, a Voltigeur and TL2000. I fly the Grande Tundra consistently as I find it will fly in windy conditions, is big enough to see easily and is capable of performing more manoeuvres than I am capable of.

KC: What is your all-time favourite model? And what is so good about this model?

GP: My all-time favourite is the Ugly Stik because it is robust and has a solid feel when flying.

KC: Given models can sometimes just "appear" in the garage (or is that just in ours?) if you could have any model, what would it be? And why this model?

GP: My most desirable model is the 30cc Ugly Stik because it looks and performs beautifully.

KC: Let's pretend your wife won't read this newsletter, how many model aircraft do you currently own?

GP: I currently have 24 completed models with two more under construction.

KC: Oh my goodness, don't tell Charlie or we'll have more mysterious models appearing in our garage 😊.

KC: For someone who is interested in building/ flying model aircraft but doesn't know where to start, what would you suggest?

GP: My advice to a newcomer to building and flying would be to join a Club and find a mentor to provide advice and assistance.

KC: For a new pilot just starting out, what is the one piece of advice you could give them?

GP: A new pilot should not be too ambitious especially in their choice of models. They should get an instructor and to listen to their instructor. Start with a good trainer and advance only when their skills improve. Too many beginners have aspirations to fly a scale warbird only to crash and lose motivation to continue in the hobby.

KC: What is the best thing about fly with HMAAC?

GP: HMAAC is a good Club because of the welcoming nature of the members and their commitment to help others to stay safe and improve their flying.

KC: If there was one thing you could do to make HMAAC an even better club, what would it be?

GP: I think the one thing that would make HMAAC better would be if there were more younger members.

KC: Thank you for your time, Glenn. Continuing enjoying your holiday with you wonderful wife, and all the best for your time as the new club president.



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“New member Keith Drew and test pilot Charles Connor after a successful first flight of Keith’s self-built glider.”

Peter Ralph.

ESKY Eagle EPO Trainer

Length: 871mm
Wingspan: 1100mm
Motor: Brushless 2306-2250KV
Owner: Glenn Shevels.

“A great little, steady, pusher-prop trainer”
Peter Ralph.



3D Lab Print Piper J-3 Cub

Wingspan: 1068mm
Printed in: Low weight PLA
Built By: Damian Blackwell
Photo By: Peter Ralph

FMS Pilatus PC-21

“It’s not a rocket ship in terms of speed but tracks really well and I can truly fly this one with confidence.

It is all standard FMS and using Dualsky 2700mah eco S Lippo’s which seem to power the plane well.

Flaps I noted are very effective and made for a very slow but stable approach and landings were a breeze.”

Tyran Yeld.





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BIPLANES

An insight into the changes in sport biplane design over fifty-six years

The Aeromaster was designed in 1965 and kitted in 1968. It was an intricate build, requiring many hours of patience. Three wing configurations could be selected. 48-inch (1219mm) or 52-inch (1320mm) wingspan for the upper or lower wingspan, straight or swept wings. The Aeromaster was recognised as one of the finest ever sports biplanes being extremely stable but with more than enough aerobatic capabilities for the average club pilot. An Aeromaster won an early USA AMA pattern title but was quickly superseded by emerging specialist designed pattern models.

My first one, and the subsequent two had both wings with a 52-inch wingspan and both wings swept. This is generally accepted as the best flying combination. My first model was involved in a minor mid-air (upper wing damage only), and after an extreme number of flying hours it was extensively oil soaked. I passed it to Damian, minus the 60 cross flow Super Tigre Blue Head.

Damian cleaned and repaired the model and powered it with a modern 45 Schnerle ported engine which had more power than the outdated cross flow motor. The Aeromaster then again spent many hours airborne.

My current, third Aeromaster must be fifteen plus years old and still provides excellent stable flying with the ability for average aerobatics according to my moderate abilities.

Damian's large and small Flex Innovations Mambas exemplify the modern approach. Compared to the Aeromaster, the Mambas probably have maybe half the wing loading and at a guess, ten times the power to weight power ratio, instantly available. Much fun for those so inclined. Massive control surfaces, but with computer radios, using rates, and the ability to switch in stabilisation for the model, make for a flying experience to suit all tastes and abilities.



Damian Blackwell's Flex Innovation Mamba (white) and Peter Ralph's Aeromaster Biplane (yellow).

Photo: Peter Ralph



Postcards

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For all those lucky members who travel about, especially those escaping the cold Tassie winters, don't forget about us... Send us a photo, or just say "Hi", especially if you get the chance to check out other flying clubs. Send us a quick email: hmacsec@gmail.com.

"Our trip to Victoria went smoothly and we are settling into our new home in a beautiful part of the world on the Southern Coast at Apollo Bay. We are surrounded by the Otway rainforest and verdant countryside as well as sweeping ocean vistas. We are enjoying all the bird life around us, as well as a group of resident Koalas in our gumtrees outside the back door... Chris's planes came with us in our cars and all travelled safely. He will have fun reassembling them when we get a bit more settled.

Best wishes to All."

Sue Venn.



Chris loves all things that fly! Daily visits from King Parrots are a highlight.

"Winter here too, I but bright and sunny, and everything is ultra green, same same PNG. Cool of a night, but still OK for swim most days. Hope to get more flying in now we are coming into the best part of the year. Condolences on the death of Garth"

Peter Gard.



"A lovely photo of Garth taken at the club in November 2019."

Sue Venn.



WHITE-BELLIED SEA-EAGLE

Although similar in shape to the Wedge-tailed Eagle, the sea-eagle is readily distinguished by its contrasting crisp white and ashy-grey plumage. The wingspan is about 1.8 - 2m. Despite its name, the sea-eagle is not confined to coastal areas. It feeds mainly off aquatic animals but is a skilled hunter and will attack prey up to the size of a swan. The sea-eagle also feed on carrion (dead prey) such as sheep.

Conservation status for Tasmania is:

VULNERABLE



Photos: Peter Ralph

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"Shoestring"



Designed to go very fast in Rat Racing or Goodyear Racing. It is scratch built (off a plan) consisting of balsa, 1.5 ply and Huon pine stringers for strength but also very light but strong. These types of planes are designed to go very fast, with 3 pilots in the middle controlling their racer and 3 service crew on the outside of circle.

Qualifying race length is usually 10 minutes with 3 compulsory fuel stops, in which service person refuel the plane and then start the racer by hand and let it go (usually doing this in under 30 seconds). The Final is 20 minutes with 5 compulsory fuel stops (size of fuel tank is determined by the rules of the event).



Build time was approximately 45 hours to get to the finished plane. The finish on it is a long process to get it so slippery in the air. 2 coats of Sanding sealer sanded, followed by 8 coats of lacquer. After each coat of Lacquer, when dry, it is sanded with wet and dry (grade 400).

Speed is approximately 3.5 to 4 seconds per lap of the circle, somewhere between 100 to 140 kilometers per hour.

Glynn Shevels

"Blue Pants"



Designed by H. Stouffs.

Blue Pants was the WINNING STUNT MODEL AT THE 1954 WORLD CHAMPIONSHIPS and is still being used at World Championships today. This is exceptional for a design from the 1950s. This Blue Pants is powered by a brushless motor 1020 Kva, ESC 40 amps specially programmed, 3 or 4 cell battery and can be programmed to change delay of start (30 seconds delay to walk out to the centre of the circle) flight time and can adjust the % of power required. The large air surface of wing and elevator makes it a delight to fly.



Build time was about 30 to 40 hours, as it is a scratch-built plane (no pre-cut anything). The person controlling the plane is usually using 60 foot lines to a handle that controls the elevator movement. Getting the programming to work has taken a fair bit of time and patience.

Now I have electric planes going as fast as the Glow engine in the same design plane. Speed varies, but a good guide to on 60-foot lines is anything from 4 seconds to about 6 seconds a lap. A question I keep getting asked is, "how come you don't get giddy turning around in the centre?" Maybe that's another topic for the newsletter! Recently I spent 10 minutes in the centre with a powerful Vector Control line plane and did not get giddy. It was very fast.

Glynn Shevels

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If you have any model aircraft related items; for sale, free to a good home, wish to swap, wanting to buy or simply just looking for advice. Let us know so we can place an ad in the HMAC Classified section.

With items donated to club as "free to a good home" we simply ask you consider a donation to the club for ground and runway maintenance.

With all other "ads" please email all relevant details, including price (when necessary) to hmacsec@gmail.com.



FREE TO A GOOD HOME

Seller: Alec Woolley

Scratch built 2.5m glider with flaps etc. in perfect condition. This would have only ever seen a few flights. I can't find the lid that covers the servo tray etc. Has servos by battery receiver and radio gear all probably obsolete.

Please consider a donation when picking up from the Club House.



FREE TO A GOOD HOME

Seller: Alec Woolley



Scratch built 'Morris the knife' fun fly. I built this off plans Garth Wilmot gave me when I was a teenager... its over 20 years old. Only needs an engine and new radio gear and its ready to go again. Please consider a donation when picking up from the Club House.



FREE TO A GOOD HOME

Seller: Alec Woolley

Small electric (prop driven) hand launch glider. In great condition. I used to love flying this around a friend's farm. Please consider a donation when picking up from the Club House.



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We'll be using this section of the Newsletter to share some useful tips and tricks. What was that one piece of advice you were given when you first started out building or flying model aircraft that changed everything? Please share by sending an email to hmacsec@gmail.com.au.

When you tell a slightly offensive joke about Aviation in 2020 at the dinner table

Me



My dad



My Sister



My grandma



My Brother



My mom



PREPARE TO FLY DAMO STYLE

How to prepare for a morning of fun like Damian Blackwell.

1. Thermos
2. Piper Cub Model
3. Transmitter
4. Banana



Key Dates

- | | |
|-----------------------|-----|
| • Scattering of Ashes | TBA |
| • HMAC Memorial Day | TBA |
| • Committee Meeting | TBA |

Handy Information