



Hobart Model Aero Club Inc. (00549C)

Editor: Charles Connor
Email hmacsec@gmail.com

Patron: Doug Chipman

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Autumn Edition 2024

What's news?

Apologies for being slack in getting out this latest newsletter. There is a bit to report on that has happened over the last 12 months!

Obviously, the weather hasn't been kind to us. Seems we have gone from a flooded carpark to desolate dryness! The drone photo (below) I took just a day ago shows how dry the grounds are, compared to the strips that have been kept watered. There have been comments that the site is looking untidy, however it isn't viable to keep all the grounds watered due to the cost. Also, the lack of growth has meant that it hasn't been cost-effective to mow as regularly as usual, aside from the short-wheel runway area, so the grass has been left a little straggly. There is little point in mowing dirt!

A result of the lack of rain is that the grounds are, in general, looking a bit withered, and the East-West runway is very rough making it almost unusable. We did a big clean up recently to remove dead wood and branches from the grounds.

All we can do for now is what we can to keep the grounds clear of debris and wait for more rain. Rain dancers (preferably fully clothed) welcome.



Charlie and Karen

Congratulations Gabriel

We celebrate one of our young members, Gabriel, in getting his wings. Gabe is a fine young man who is a regular at the club these days with his grandmother Lexel. New young members are just what we need to keep our club going into the future.



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What's news?

Club Events

The committee held our regular Christmas lunch which was very well attended. Barry, who unfortunately wasn't able to attend, handed over the spit roasting tools and Santa hat to Glenn and Phil who did a marvelous job. Jason took to the BBQ again in great style. Karen orchestrated the remainder. It was well attended and seemed to be enjoyed by all. Thank you to members who donated salads and desserts.

Our annual Memorial Day was moved from November to February. It was decided that this event would now be held annually in the last weekend of February to avoid the Christmas rush. This event was also well attended and enjoyed by all.

Committee Meeting

The last meeting was held on the 25th February. As always, many items were discussed. Of note, a motion was put forward for the club to apply for grants in an attempt to source funding for a replacement mower, which would in turn require some in-kind funding from the club. Our current mowers have done their jobs well, thanks to Barry and Phil H who have meticulously maintained them over the years. However, there will come a time when we need to replace the oldest of the mowers. The committee has decided that now is a good time to start moving on the matter while the mower in question still has some value that we can use for the in-kind contribution towards a new ride-on. We'll also be looking at a fundraising event to help cover the cost to the club.

As an aside, we are also looking into the possibility of securing grant funding to allow us to install a stand-alone solar and battery system to run a weather station and cameras. Several other clubs across the state have done the same already. Check out the LMAC website for their airfield camera and weather station:

[\(https://lmacrc.com/weather/airfield-camera/\)](https://lmacrc.com/weather/airfield-camera/)

[\(https://lmacrc.com/weather/weather-gauges/\)](https://lmacrc.com/weather/weather-gauges/)

This will allow members to view the live weather at the field remotely rather than rely on the weather readings from the nearest station, which don't necessarily depict current conditions at the club. It will also add to the security of the club's assets. We will be asking for in-kind service from capable members (you know who you are!) to help install the system should we be successful in securing funding.

The next HMAC committee meeting will be held on Sunday on the 19th May at 10am in the club room.

The new reel mower

The new reel mower is doing a wonderful job on the short-wheel runway. Many thanks to Jon, Phil H and Damian for helping to keep the strip maintained.



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What's news?

Driveway maintenance, plumbing repairs and grass slashing

Thanks to Barry for organising resurfacing of the driveway at a very reasonable cost. The grass will be slashed but not bailed this year. An urgent plumbing issue had to be attended to recently near the charging shed – the ground is recovering well and all is sorted for now!



Phoenix Flyers of Launceston Scale Day

To be held on Sunday 7th of April with a pilot briefing at 9:30am. A BBQ lunch, tea/coffee and soft drinks are available at club prices. See the advertisement in the 'Classifieds' section.

Jack Tonks Memorial Fun Fly

Roaring Forties Aero Modelers are holding their annual 'Jack Tonks Memorial Fun Fly' on Saturday 20th of April at the Roaring Forties Aero Modelers field at Mangalore. Please contact William from Roaring Forties (0420 882 392) if you wish to attend as they are hosting a BBQ as well.

For all the dog lovers out there:



FIDO BONA ESQ
Pawfirm Owner

**Did your human
break a treat in half
and try to pass it off
as a whole treat?**

**You may be entitled
to compensation.**

Our attorneys have seven times
the experience chasing down
treats owed.
Paw us today to schedule a
consultation

**HOUND,
WOLFE
& CHASE**

Attorneys at Paw





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Club Events

Christmas Lunch 2023





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Club Events

HMAC Memorial Day – 25th February 2024





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Photos from the field

Wings for Gabriel

We celebrate another momentous occasion at HMAAC with Gabriel getting his wings. It is always great to see a new young flyer taking to the hobby.



A big thanks on behalf of all at HMAAC to our instructors Peter and Damian for their input.

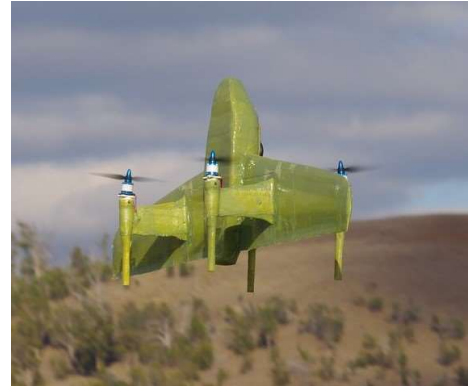


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Photos from the field

An unusual model – VTOL quad-plane by Olex



The look on Billie and Nil's faces says it all – “Are you serious!?”

Damian's Proctor Bh-154 on approach



USAF “Skyblazers” F-86 Sabre





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Photos from the field

Ganno with his Fokker E.III



Boeing 747



Boing 747

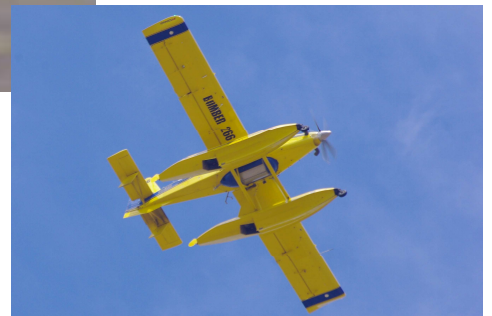




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Photos from the field





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Photos from the field





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Article

Take-off Speeds Explained V1, Rotate (VR) and V2

Any aviation enthusiast would have no doubt heard the phrase “V1.....Rotate” when watching a video of a take-off in the cockpit.

In this edition, we delve into the essential components of take-off. There are three crucial speeds pilots use during take-off, known as V1, VR and V2. Each of these correspond to different decision points during the take-off.

1. V1 (Decision Speed):

V1, also known as Decision Speed, is perhaps the most critical of the three take-off speeds. It's the velocity at which the aircraft reaches a point in the take-off roll where the decision to continue or abort the take-off must be made. Once an aircraft reaches V1, the pilot's decision to reject the take-off (abort) becomes limited due to factors such as runway length, aircraft weight, and available stopping distance.

Factors influencing the determination of V1 include:

- Aircraft Weight: Heavier aircraft require longer distances to accelerate and decelerate, affecting V1.
- Runway Length and Conditions: Short runways or adverse weather conditions may necessitate a lower V1.
- Environmental Factors: Wind speed and direction can influence V1 calculations, particularly for aircraft with tailwind conditions.

2. VR (Rotation Speed):

VR, or Rotation Speed, marks the moment when the pilot pulls back on the control column, initiating the aircraft's rotation to achieve a positive angle of attack for liftoff. At VR, the aircraft's nose is pitched upward, transitioning from ground roll to the climb phase of flight. VR is crucial for ensuring the aircraft achieves the necessary lift to become airborne.

Key factors affecting VR include:

- Aircraft Configuration: Different aircraft types have varying VR speeds based on factors such as wing design, weight, and engine power.
- Center of Gravity: The distribution of weight within the aircraft affects its rotation characteristics during take-off.
- Flap and Slats Configuration: Deploying flaps and slats alters the aerodynamic characteristics of the wing, influencing VR.

3. V2 (Safety Speed):

V2, also known as Safety Speed, represents the minimum speed at which an aircraft can safely continue the take-off and climb-out in the event of an engine failure. It ensures that the aircraft can clear obstacles and maintain a positive rate of climb even with one engine inoperative. V2 is crucial for multi-engine aircraft, particularly during the critical phase of take-off.

Factors influencing V2 include:

- Engine Failure Scenarios: V2 calculations consider the aircraft's ability to safely climb with reduced engine power or an engine failure.
- Obstacle Clearance Requirements: V2 accounts for the need to clear obstacles in the aircraft's flight path during the initial climb-out phase.
- Regulatory Standards: Aviation authorities establish minimum V2 requirements to ensure aircraft safety and performance standards.

In conclusion, V1, VR, and V2 are fundamental components of the take-off phase, each serving a unique purpose in ensuring the safe and efficient operation of an aircraft. Pilots meticulously calculate and adhere to these speeds, considering various factors to execute successful take-offs under diverse operating conditions. Understanding these speeds provides insight into the intricate processes involved in aviation, underscoring the importance of precision and proficiency in flight operations.

Written by Charles Connor



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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.

Classifieds

FOR SALE – 55” Spitfire, home built



With electric retracts. Three 4-cell lipo batteries included plus spare props and retracts. \$100

Email hmacsec@gmail.com if interested.

FOR SALE – Electric motors

Turnigy Aerodrive 4240 620 Kv, \$45

Turnigy Aerodrive 3548 840 Kv, \$50

Both still in original box with all fittings

Email hmacsec@gmail.com if interested.

2023/2024 Membership Prices

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

Key Dates

PFL Scale Day

Sunday 7 April

Jack Tonks Memorial Fun Fly

Saturday 20 April

HMAC Committee Meeting

Sunday 19 May @ 10am

TMAA Annual General Meeting

Sunday 26th May

Please email hmacsec@gmail.com.au if you wish to promote any upcoming events.

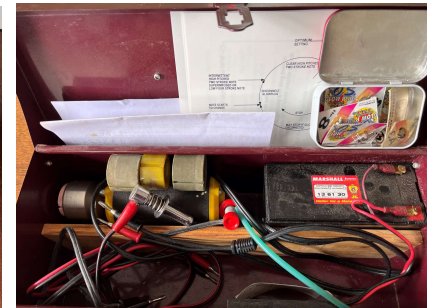


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Classifieds

FOR SALE



For sale by a previous HMAC flyer.
Email hmacsec@gmail.com if interested.



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Classifieds

REQUEST FOR TRAINER MODELS AND RADIOS FOR YOUNG MEMBERS

We have had a few young members visit the club or email the Secretary, interested in taking up the hobby in recent times.

Subsequent to learning to fly on the club trainer, the next step is for them to get their own model.

If you happen to have a trainer or modern radio set-up sitting about and would like to move it on to a new member (either to sell or as a donation), please let us know.

Email hmacsec@gmail.com





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Classifieds

Phoenix Flyers Of Launceston Scale Day Sunday April 7th 2024

Pilot Briefing 9.30am sharp



A \$10 fee per pilot will apply (each pilot can fly multiple scale planes).

Back Up date if Required 21st April



Award Categories Include

Best Landing.

Best Take Off.

Best Realism Flight.

Best Scratch Built Model of the Day.

Outstanding Scale Model Under 7KG.

Outstanding Scale Model Over 7KG.

All Trophy awards for 2024

There will be BBQ lunch plus tea / coffee and soft drinks all available at club prices.

If you would like more details please contact Andrew on 0408969360 or Tony Hogan on 0429621655

Jack Tonks Memorial Fun Fly

20th April

Roaring Forties Aero Modellers Field, Mangalore

Enjoy a fly with our friends at Roaring Forties and remember Jack. The famous Roaring Forties BBQ will be held on the day.