



Torque Back

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CHRISTMAS LUNCH.

The annual Christmas Luncheon will be held at 1.00 p.m. on Sunday 6th December at the Kelly Field clubhouse.

As was the case last year, the charge will be \$20 per head and children \$10.

To provide assistance in catering, bookings must be made and paid for with Jan Wilmot no later than 30th November. Members of other clubs are welcome to attend. B.Y.O.G.




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Peter Hubbard managed to write off the Dragon Lady which was given to him by Peter Drew. It flew very well on low rates, but when switched to high rates the control linkages jammed....very spectacular. Hope his plumbing expertise is of a higher standard than his model building.

Peter Allen. turned up and walked out with his Wild Wing and a few seconds later turned round and walked back. He left his LiPos at home. At least it was not able to fly off into the wide blue yonder, never to be seen again, as was the case with a previous one.

Ian Searle could not get his electric model to respond to his transmitter. There were plenty of beeps but no go. When asked why the transmitter had a large square hole in the rear panel he realised he had left the plug-in module at home.

A Battle of Britain Spitfire shed its canopy and model went down in a spectacular fashion. You would think pilot would bail out near the strip and not near the field's Richmond end boundary fence. Would save a long walk. Could that be our treasurer walking back?

Terry Shearing's Phoenix Tiger .40 is now sorted out and he is flying it well. As usual with this design, the flying characteristics are impeccable and the Saito .56 four stroke, although still being run in, is a good match for the airframe.

August/September 2009 must have produced the wettest and windiest weather I have ever experienced. There has been very little flying, but we can still access our field. Several other clubs around the state haven't been able to even get onto their fields. It seems the drought has broken!

I am thankful that I am not the only one doing dumb things these days. It seems that veteran NWA member Steve Ralph launched his Cardinal without switching the receiver on. After about an hour's search it was eventually found over at the lettuce farm. Free flight is still alive. Needless to say, he didn't figure prominently in the contest.

Vice-president Peter Hubbard managed to crash his Ugly Stick in the damp outfield and buried the fuselage up to the wing. When going to retrieve it in his utility he became hopelessly bogged. I think he may have been having a bad day!

Saturday 10th of October provided some of the best flying days for some time—bright sunshine and no rain for a change. There was a good roll up and it was good to see president Mike Hawkins back after a health problem.

It was also pleasing to see former member Bob Morrison taking away an application to rejoin HMAc. From memory, I think Bob was a foundation member of the club.

The next day was a disaster day! Firstly Bill Jennings badly damaged his Tiger 60 in the process of an out landing. Jack Tonks had his CMPro Extra plough in due to an apparent radio problem and the model was a total write off. Then your dumb editor managed to roll his Mini Ultra Stick in immediately after take-off. (were those aileron servos connected properly?) Then Greg Hall also managed to crash his Harmon Rocket! I thought that these disasters only came in threes! Bill called in to get a new Tiger 60 on his way home so he must really like the model. (continued page 5.)



Letters to the editor.

3.

I wish to respond to two matters raised in the last edition of Torque, the first being the question raised by William Deal concerning the over flight of Hobart by an Avro Vulcan in the late 50's.

As I recall the event took place in either 1956 or 1957, and was part of activities organised to celebrate 10 years of peace following the end of World War II. At the time, I was in my last two years at the Hutchins School which, in those days, was situated in the old sandstone buildings in upper Macquarie Street. Whilst my memory of the event is also somewhat hazy, I can certainly remember seeing, and hearing, the Vulcan fly low over Hobart sometime late in the morning. As I recall, the aircraft was unfortunately visible only intermittently through broken cloud. William is correct in his belief that the Vulcan was accompanied by one of the other V bombers. Again I cannot be absolutely sure, but I am almost certain that it was the Vickers Valiant; I can't actually remember seeing it, but recall being somewhat disappointed that they had not chosen the Handley Page Victor which, at the time, held a special appeal for this particular school boy! Chris Rowe.

Dear Garth,

Pleased to see that the Tomboy competitions are being promoted, we are having good successes with them over here, although we stick to the Mills 0.75 and derivatives for the engines - it makes for a more level playing field. The Tomboy Senior class (48" span enlargements for 1.3's) is catching up in popularity, it is nicer flying, with slightly reduced dihedral, and a bit easier to see - for 'old codgers'!

Cheers, David. (Boddington)

Buy and sell!

Prior to the Xmas luncheon, on 6th December, modellers are invited to display surplus goods for sale in the machinery shed from 9.00 a.m. to 12.00 noon

It will be necessary to supply your own table or stand for display. purposes. Here is a chance to dispose of models or gear surplus to requirements.

Members of other clubs are welcome to take part.

Coming events 2009/2010.

November 15th—control-line

December 6th—Christmas lunch, buy & sell, and Tomboy.

March 6th—electric fly-in.

March 7th—all models

March 8th—electric fly-in & Tomboy event. Wild Wing pylon.

May 22nd & 23rd—scale fly-in

For sale.

Phoenix Classic EP—complete with motor, speed control & servos—mint condition **\$250**

Hitec Optic 6 radios c/w nicads, servos etc. but no charger—terrific value **\$200**

Phoenix Mustang P51 **\$180**

Modeltech Magic V2—updated version **\$185**

Magnum 52 FS—one only **\$180**

Flight box kits—bargain price **\$30**

Garth Wilmot ph 62431790



(continued from page 2.)

5.

Greg also lost his scaled up Red Arrow recently due to a wing failure. As expected he called a couple of days later for a new model.

Some bright spark recently launched a small model powered by a Mills .75cc diesel without turning the receiver on. Unfortunately the model was well trimmed and it climbed in large gentle left hand circles to a great height, all the while drifting steadily in a direction that made Sorell look a likely landing spot.

Peter Ralph and Martin Richardson immediately started walking across our water logged field. Eventually, after crossing several paddocks (note: they all have barbed wire fences), passing through a herd of friendly (or hungry cows), going around a water hole then down a steep bank, Martin found the model sitting on its wheels completely undamaged. He returned with the model after about 40 minutes of valuable exercise.

Presumably the cows liked Martin because they thought he was the farmer coming to feed them.

Transmitter pound.

It has become very evident that a number of members are ignoring the club rule that all transmitters must be returned to the transmitter pound when not actually in use. This is a safety requirement regardless of the operating frequency.

It has been noted that some members not only ignore this rule but also leave their aerials extended. Familiarity breeds contempt!

Jottings.

As it is now almost impossible to obtain NiCad battery packs, modellers will have to either use NiMH or other types of battery packs for transmitters and receivers. The use of LiPo or Li-ion packs may require the use of a voltage regulator, however I am using LiPos in both of my transmitters with no apparent problems.

Probably the best option for receiver packs may be LiFe cells such as A123 where only two cells will be required. There are new eneloop NiMH cells coming available from Sanyo which may well be considerably more satisfactory than the current NiMH cells. Try www.eneloop.com.au for more information.

On the subject of LiPos, one should never just top-up before flying as with NiCad and NiMH batteries. LiPos should not be charged unless the voltage is below 4v. per cell. Either just use them or discharge before recharging.

I have found that my LiPos aren't necessarily balanced when charged using the normal balanced charger and I now always check before and after charging. There are separate balancers available.

I was somewhat surprised recently to see that a correspondent to one of our Australian magazines acknowledged that he was using a brand of 2.4 GHz radio which is not currently among those listed as approved by the MAAA.

For sale.

A number of ARF models both assembled and boxed have been left with me for sale on behalf of owner. Come and inspect and make an offer. **Garth Wilmot.**

Personality of the Month - Mike Hawkins

6.

Your first aircraft encounter - Full Size or Model - can you recall? I lived within a 'stone's throw' of the Royal Aircraft Establishment at Farnborough UK where my father worked, he used to take me to the air shows, I was in primary school in those days.

How long have you been an aero modeller 55 years or so.

Your first model aircraft - details please A KeilKraft 'Soarer Baby' sticks and tissue glider about 30in wingspan, it was a present for my ninth birthday.

Your first full time Employment Trained as an avionics technician with Ferranti Ltd, England's leading avionics manufacturer at that time (early 1960's). Worked on the Blue Streak guided missile project, the prototype Concord and the then very secret TSR2. I specialised in research and development and built models for the wind tunnel at Farnborough.

Your present Employment (or last if now retired) Manager of an industrial instrumentation and control systems company.

Name three model categories in which you are currently interested Radio control, free flight and control line.

Have you been involved in other Hobbies i.e. Boats, Trains etc I have built a few model boats, I am a licensed 'radio ham' and built and raced a small drag motorbike, but that was a long time ago when I was in my late teens.

Most admired person in model aviation Unquestionably Vic Smeed.

Do you have confidence aero modelling will survive the ipod age? No, well not in its traditional form, but then who knows what the future holds?

Do you have a current project on the building board Yes, an F4U Corsair.

Favourite full size aircraft TSR2, it was 20 years ahead of its time and could knock the spots off anything that the USA or USSR could offer, but that's another very political story!

Favourite model engine Taplin Twin diesel.

Best memory of model building or flying At the age of about 11 watching my model (free flight) disappearing into the distance never to be seen again, this one flew!

Favourite place in Tasmania (other than Kelly Field). In the peace and solitude of my workshop.

Clarence Council Elections.

Our Patron, Doug Chipman is standing for re-election as alderman and deputy-mayor at the forthcoming council election. All members residing in the Clarence Council area are urged to support Doug in this matter.

7.

2nd Tomboy Competition - Kelly Field - 4th October 2009



Fred – Gavin – Scott – Jack – Tony – Peter – Geoff – Steve (not in picture)

The aero modelling Gods were unkind yet again – another windy day! Still it wasn't raining! We decided to have lunch and see if things improved – many thanks to Colleen & Elaine for an enjoyable meal.

We were very pleased to have Fred Willis & Steve Ralph brave the elements and join us for the day. Max Wiggins also stopped by but unfortunately did not have his Tomboy.

We got under way after lunch with conditions still very windy, however the little models showed just what fine designs they are, handling the elements very well indeed. Of course excellent work by the pilots too!

There were three rounds for each entrant which, considering the conditions, produced two excellent times of around 5 minutes – Peter Allen just tipping out Fred Willis for the day's top honour. Steve Ralph was looking good for a good time on his final flight – the Cardinal climbed away nicely then turned downwind then!! Steve shouted "No left turn - OK Michael did you switch on the radio" Team Ralph was in damage control as the brand new Cardinal headed for Cambridge! The good news was the Cardinal was finally retrieved undamaged. Steve & Mike are still discussing the situation!! (continued page 8.)

The models included three new superb Greg Robinson built Tomboys, Scott Webberley had a new low wing Twinkle design – very nice model, however conditions were not in his favour. Tony Gray, Jack Tonks & Steve Ralph with Cardinals and Geoff Leverton with his single channel modified Tomboy. We also got a glimpse of Geoff's new Tomboy – not yet flown. Several of the motors were very new and all should improve with more running.

Timekeepers Greg Hall & Will Deal looked after the paperwork and kept things running smoothly.

Certainly the event was enjoyed by all, however we intend to fine tune the starting sequence for future events. All models survived the day damage free, so with better weather around the corner and a few thermals drifting by, the Tomboy duration event should be popular.



Fred Willis – Tomboy



Peter Allen - Tomboy



Steve Ralph – Cardinal



Geoff Leverton – Tomboy (Mod)

(continued page 9.)

Results **Tomboy RC Duration - Sunday 4 Oct 09 - Best Time to Count**

<i>Peter Allen</i>	<i>Tomboy</i>	<i>Irvine Mills .75</i>	<i>5min 04secs</i>
<i>Fred Willis</i>	<i>Tomboy</i>	<i>Russian Mills .75</i>	<i>4min 55secs</i>
<i>Tony Gray</i>	<i>Cardinal</i>	<i>MPJet .6cc</i>	<i>3min 56secs</i>
<i>Geoff Leverton</i>	<i>Tomboy</i>	<i>Boddo Mills .75cc</i>	<i>3min 45sec</i>
<i>Jack Tonks</i>	<i>Cardinal</i>	<i>Russian Mills .75</i>	<i>3min 33secs</i>
<i>Gavin Hallam</i>	<i>Tomboy</i>	<i>MPJet .6c</i>	<i>3min 05secs</i>
<i>Scott Webberley</i>	<i>Twinkle</i>	<i>Boddo Mills .75cc</i>	<i>1min 52secs</i>
<i>Steve Ralph</i>	<i>Cardinal</i>	<i>Original Mills .75</i>	<i>1min 39secs</i>



Peter Allen's Tomboy



Scott Webberley - Twinkle



Tony tunes Fred's Tomboy



Fred Willis' Tomboy

Still relatively quiet on the training front. The only members, as far as I know, who are aiming for Bronze Wings are Ron McGuinness and Trent Shearing. Ron has not started learning yet as he wants to finish off a 40-sized Tiger. Son Peter will then fly the Tiger which will release the family Boomerang 40 for Ron to train with.

He plans to learn during his Christmas holidays. Even though teachers do pretty well in the holiday area, it will be a good achievement if Ron is able to get Bronze Wings in that time.

Trent Shearing is progressing well with his 90 four stroke powered Boomerang 60.

Much to his surprise he found windy weather to be just as easy to handle as the calmer days after the correct procedures were explained to him. The "if you can't beat them, join them" principle is alive and kicking. Seems Trent's wife is contemplating purchasing a radio and a trainer..

Nils Powell has been giving Ray Stidston a few hints to improve his landing technique. Seems to be working as the big Boomerang 60, also with a nice 90 four stroke, is making feather-like landings on the strip with monotonous regularity. Ray surely would not complain about one broken propeller in four weeks. (if he's not careful he will lose the title of 9/11 mark II ...Ed.)

Chris Rowe's nice, almost scale Pottier hit the fence along the flight line recently. Chris has been building a new wing to make the model 100% scale. The old wing was undamaged but the fuselage was a bit the worse for wear due to the impact.

Surveying the damage, Chris decided that as he was building a new wing, it would also be just as easy to build a new fuselage as well, considering that the damage looked pretty bad. He tried to give the model away, but it was pointed out that the damage was not that bad. Still not convinced he was told by Peter Allen to take the model home, put it away for a while and then check it out.

Later this was emailed....

Since getting home and calming down, I have closely examined the remains of the Pottier fuselage and have decided, as others previously suggested, that a major repair rather than a complete re-build will provide a satisfactory and.....

.....technical details omitted.....

In these circumstances I think I must therefore retract my previous offer to give the wreck away and, with a little bit of luck, perhaps the new version.....

Note a quote from Peter Allen. (Presumably from experience).

"A hasty decision in a situation like that will always be wrong - PLA law!"

Who says we don't get a few laughs in the modeling game?

Hi guys - welcome to the first edition of **Bench Torque**!

You may recall that, in the last edition our editor reminded us that he is the editor, rather than the author of Torque, and made an impassioned plea for more contributions from club members for publication in the newsletter. My response was to indicate I was prepared to have a go at writing a regular column devoted to aspects of model construction, as distinct from model flying; the latter remaining for me a challenging aspect of our hobby in which I happily admit to having a great deal more to learn!

Since joining the Club some three years ago I have been enormously impressed, and grateful, for the range of expert advice and assistance that is always readily available to those of us who, from time to time, experience problems at Kelly Field. Upon reflection however, it seems a great shame that, whilst such advice is always appreciated by the individual recipient, there must be many more club members who would also find such information both interesting and helpful. The object of this column therefore, is to provide an interesting and useful forum that will encourage and facilitate the sharing of our considerable collective modelling knowledge and experience.

Lets get one thing straight from the beginning however - this column is not about Chris Rowe trying to tell you all how to build model aeroplanes; its about you telling me and other club members all about your special modelling tips and tricks! Having said that however, I don't really have much choice for this, the first of what I hope will become a useful and interesting new segment of our newsletter. So here goes.

I have initially selected the subject of painting and finishing, which of course represents the end of the building process rather than the beginning. I have done so however, because even if you are a dedicated builder of ARTF models, sooner or later they will need to be repaired, so hopefully there may be something useful here for everyone.

Painting and Finishing

A number of club members have commented favourably on the painting and finish of my Turbulent and Pottier scale models (pictured), and have asked me how it was done. Well here's how:

Any imperfections in the completed balsa structure were filled with Micro-Fill Model Filler before sanding to a perfectly smooth surface. Note that any significant imperfections remaining in the basic balsa structure will certainly be emphasised, rather than eliminated, if your model is going to be covered with heat shrink film!

The whole of the Turbulent except the engine cowling, and the wings of the Pottier, were covered with white **Easycoat** (no longer available). Applying film is truly an acquired art and probably deserves an article in its own right. Briefly however, I suggest that you follow closely the makers recommended procedure and first tack, and then seal, the edges/overlaps of each panel with a modelling heat iron. I then used a cheap heat gun (\$20 on special at K/D) to shrink the film. The use of a heat gun is certainly more difficult than an iron, but in the end it will produce the best results. I seriously suggest that you practice first on some scrap material, and be prepared for a few disasters! The trick is to keep the heat gun moving and never get it closer than about 60mm from the film; good luck!

In the case of the Turbulent, after covering I masked the edges of the red trim areas using **Penline Invisible Tape** (currently available at Chickenfeed, Hobart, for \$1.00 for 33m roll!) I found this tape, completely by accident, after unsuccessfully trying many alternatives. It is a plastic tape with low stick, which produces a beautiful fine line and doesn't lift the underlying paint surface as long as you have allowed plenty of time for it to dry before applying the masking tape. I suggests that you stock up whilst this tape remains readily available!

Next, after cleaning the surface of the film with mineral turps, I used a good quality brush to paint all the red areas on the model with **Wattyl Killrust Epoxy Gloss Enamel** – yes, roof paint! Its a really

tough, high quality gloss enamel which is readily available at a reasonable price at any hardware store. It comes in a range of colours, and in both conventional and spray cans. It is fuel proof and, perhaps most importantly, any subsequent model damage has proved easy to touch up and is almost invisible. Its quite simply the best paint I have ever used!

*In the case of the Pottier, after covering the wings with white film, I masked the white flashes and again cleaned the surface to be painted with turps. This time however, I sprayed on an initial coat of **Wattyl Killrust Etch Primer** before finishing with a sprayed coat of Delicious Red **Wattyl Killrust Epoxy Gloss Enamel**. A word of warning here - don't attempt to use this Etch Primer over any previously painted surface. I speak from experience - its like spraying your model with paint stripper!*

Finally, for both models I added the various fine black pin stripes, and custom registration letters and decorative emblems etc. These were supplied to order by Signfast Pty Ltd in Liverpool St. If you want a really professional job, its certainly worth the extra cost involved! In this regard I really puzzled over how to recreate the black bird emblem which features on the sides of the original full size Turbulent fuselage. It proved to be no problem for Signfast who simply scanned the image depicted in my original 1970's Radio Modeller magazine; converted it to a vector image and tidied up the line work; then enlarged it to the required scale before using a laser scribe to produce the final emblem in self adhesive black vinyl film.

*So that's it from me for this, the first edition of **Bench Torque**. In the next column I will explain how I produced the custom cockpit canopies for the Turbulent and Pottier. I had certainly never done it before, and the Turbulent was in fact structurally complete before I eventually worked out a practical and low cost solution to a problem that has, at some time I am sure, confronted almost every scratch builder of model aircraft.*

I hope you have found something useful and of interest. If you have, and would like the column to continue as a regular feature of the newsletter, then I really do need your help in providing me with your particular tips, tricks, questions and comments. Any contributions should be emailed to the Editor with a copy to me at: maidenerleigh@bigpond.com

