

Torque Back



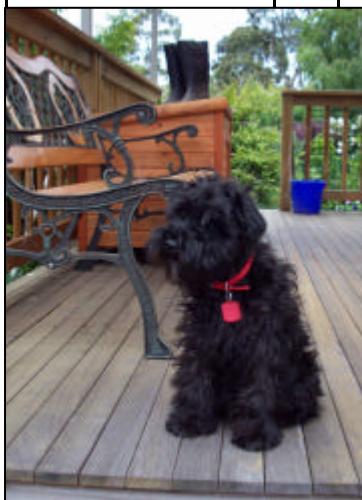
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Annual General Meeting.

The Annual General Meeting of the Hobart Model Aero Club Inc. will be held at 11.30 a.m. on Sunday 6th June 2010 A general meeting will follow immediately after the completion of the A.G.M.

Nominations for the following positions should be in the hands of the secretary by 27th May 2010.

President

Vice-president

Secretary

Treasurer

Committee (3 positions)

In the event of there being insufficient candidates, nominations may be accepted from the floor of the meeting.

Members are reminded that annual subscriptions are due by 1st July 2010.

Unfortunately there is no period of grace and non-financial members are not permitted to fly from that date as they would be uninsured.

It should be possible to arrange to effect payment of dues by bank transfer which would obviate the need to chase up the treasurer at the flying field.

Club fees cannot be determined until state & federal fees are set.

We are on the net. <http://www.hobartmodelaeroclub.org.au/>

It appears that the scale fly-in scheduled to be held this month has been cancelled due to lack of interest in organizing the event. This was not really a great surprise as the organization of the recent electric fly-in was virtually non-existent and a very sad indictment of our club.

As we approach the date of our AGM I anticipate that there will a scarcity of members prepared to take on a position on the executive or committee. There is always a battle to find a secretary and recent incumbents had to be virtually press-ganged into the position.

We don't have a secretary at the present time and the president has had to fill this role. What a sorry state of affairs!

In addition to the elected positions the following duties must be undertaken, either from within the committee or without:

- ? Grounds man/grounds men
- ? Contest/event organizer
- ? Publicity/public relations
- ? Newsletter editor

Your editor had a rather spectacular crash recently when the wing of his electric Apex 3D virtually blew up, with the usual catastrophic results. The crowd in the pits had the temerity to laugh at my misfortune! Fine friends I have!

There have been complaints regarding members urinating in areas other than the toilets—enough said!

I have noted that seems to be a few members who are not using restraints when starting engines. The dangers of this practice should be obvious.

*Our club instructors should be aware of the need for visitors to sign the visitors' book **before any instruction takes place!***

There is also need to observe the ruling that no more than four free visits are allowed.

I personally think that club trainers are being used far beyond the original concept of "try before you buy". Why should a beginner buy their own model if they can use the club trainer for free? Apart from wear and tear is it just bad luck if they damage or totally destroy one of our trainers?

It is rather sad that we have lost three great modelers during the last couple of months in Gordon Burford, Ken de Bomford and David Boddington. They were all friends and some members will remember David visiting the state some years ago. He gave a very informative talk at the Rosny Regional Library which was greatly appreciated by members attending. David stayed with me at South Arm and still sent a Christmas card every year. He certainly enjoyed a glass of red !

Greg Hall has just purchased another second hand pattern model. Let's hope he has better luck with this one.





Member Profile –

3.

Peter Lambert.

Your first aircraft encounter - Full Size or Model - can you recall?

First recall of seeing an aircraft was at the age of 3. A biplane trailing two advertising banners (one under each wing tip) flying over pre war London.

How long have you been an aero modeller?

Have been a modeller for 66 years, first having built several CMA solid balsa model kits during my wartime evacuation from London.

Your first model aircraft - details please ?

One of these was a 1/72nd scale Tiger Moth, another was a P47 Thunderbolt.

Your present Employment (or last if now retired)

Now retired from teaching.

Name three model categories in which you are currently interested.

Currently flying R/C electric stand off scale although gliders, vintage and free flight remain very much an interest

Have you been involved in other Hobbies i.e. Boats, Trains etc?

Have built a boat or two (even submarines) along the way.

Most admired person in model aviation

Most admired modeller was Bob Bennet, a quiet, dedicated and ever helpful member of the Regents Park Model flying club who back in the 1950's constructed many of his own design flying wing gliders with spectacular results, performance of which often exceeded those of more conventional designs

Do you have confidence aero modelling will survive the iPod age?

I think there will always be an interest in aeromodelling, although the current trend towards flying ARF models is bringing about a reduction in building skills and knowledge of basic aerodynamics.

Do you have a current project on the building board?

Current project on the building board is a Supermarine Walrus amphibian. A biplane, powered by an electric motor driving a pusher prop. An interesting combination.

Favourite full size aircraft

The Tiger Moth, although the Supermarine Spitfire is a close second.

Favourite model engine

The Mills .75 diesel easily remains my favourite engine.

Best memory of model building or flying

One of my best memories of model building and flying was winning a rubber duration competition in the 1950's, at Fairlop (ex RAF) aerodrome with an own design model against several well known designs. My model just happened to catch the only thermal of the day, which did much to boost its normally quite mediocre performance, and I might add, also my confidence. The model disappeared out of sight in the thermal so it was never called upon again to prove its flying qualities. Which was just as well.

Ken de Bomford – Master Craftsman

Sadly, as recorded in the previous edition of Torque Back, Ken de Bomford died in Hobart on 25 March 2010, bringing to an end a lifetime spent in the pursuit of excellence in everything to which he applied his unique skills as a modeller and craftsman.

In tributes published in the previous edition of our newsletter, both David Christian and Garth made reference to the extraordinarily high standards of practical skill and workmanship that Ken routinely brought to all of the diverse activities in which he engaged throughout his life. As noted by Dave, Ken had a lasting influence on those of us who were fortunate enough to know him. For Ken, nothing was impossible; some projects were simply a little more difficult, and perhaps took a little longer to complete, than others! Throughout his life his modelling achievements, and the remarkable workmanship demonstrated in their completion, set standards which many who new him were encouraged to aspire to, but few if any, will ever achieve.

I count myself fortunate indeed. In 1951 Ken took me, a then inexperienced but highly enthusiastic ten year old under his wing and, over the following five years, taught me how to build models properly, and fly them successfully. I have never forgotten the lessons that I learnt from Ken in those years. My models were, during that period, all built in Ken's workshop or his lounge room, under his immediate supervision. At the same time he himself was also designing and building many of those models for which he is now most widely remembered; notably perhaps, both the Douglas DC3 and Bristol Freighter electric round-the-pole aircraft, and Ken's Nationals winning free flight scale Norseman.

What I didn't know, or perhaps simply don't remember, is that during those early years, Ken also took many photographs, and it was only after renewing my friendship with Ken, and his wife Pol, early in 2009, that I become aware of their existence. I am indebted to Pol for allowing me now to reproduce some of these pictures of Ken and his various models, all of which will, I am sure, prove of real interest to Club members, both young and old! At the same time, I shall attempt to support the pictures with my personal recollections of the various models and their construction.

After commencing this article with the intention of completing a once off special feature about Ken and his models, I have come to the realisation that there are simply too many models to adequately describe in a single column of Bench Torque. I have thus decided to spread the information over several future editions, with each column to feature a distinctly different model or group of models. For this article, I shall start with some photos and construction details of perhaps the two most well known of Ken's models, these being the electric round-the-pole DC3 and Bristol Freighter.

Ken's Models – Electric Round-the-Pole Douglas DC3 and Bristol Freighter

These two models were not the first that I watched Ken build, but they are almost certainly the most well known. Ken commenced building the DC3 late in 1951, and it first flew publicly at a Model Engineers Exhibition held in the City Hall in Hobart in 1952. I and two other young Scottsdale aero modellers, travelled to Hobart with Ken to help set up and run the display. I remember it well because it was my very first visit to Hobart!

Ken designed the model from scratch, based as I recall, on reduced scale drawings and detailed photographs of a particular full sized ANA aircraft operating out of Western Junction. The model, which spanned approximately 48 inches, was built in typical "de Bomford" fashion, and featured balsa sheeted wings and a balsa planked fuselage built up over hand made balsa ply fuselage formers. Wing spars and fuselage longerons were, as always in Ken's models, King Billy pine. At the time Ken stripped his balsa and King Billy pine using a home made circular saw that was powered by hand. I certainly recall spending not inconsiderable time in his workshop providing the motive force for this device, furiously turning the re-cycled bicycle crank and chain which drove it! A couple of years later Ken upgraded in this department and, after build-

ing himself a new electric powered saw bench, he gave the old hand powered device to me.

5.

Interestingly, when discussing old times with Ken in my workshop last year, I remarked that I still had bits of that old saw in my scrap box, and I was able to produce for his inspection the two ball raced bearings which supported the original saw spindle. Ken's response, was to tell me that yes, they were certainly worth keeping, because they were actually the rudder bearings salvaged from a DH Mosquito that was damaged on landing at Western Junction. Apparently it came in too low on approach, and caught its tail wheel on a fence, tearing of the rudder. I recall having wondered where Ken had obtained the very thin green coloured plywood that he routinely incorporated in various models built during the 1950's; almost 60 years later I had finally found out!

Getting back to the DC3 - I distinctly remember one occasion in his workshop when I asked him what he was doing, and was absolutely amazed to be told that he was winding the armatures for the two electric motors that he was making to power the DC3! I found it almost impossible to believe that someone could even attempt such a feat, and the memory of that moment has remained with me to this day. Needless to say of course, Ken not only built the motors, but also carved the three bladed wooden propellers.

In the 1950's in Scottsdale there was no model shop and, with all of us being encouraged to build free flight models, there was inevitably, a heavy mortality rate in props! Ken quite happily carved superb wooden propellers for all of us as we needed them. He could in fact create a new wooden propeller in about an hour, with the resulting prop being indistinguishable in quality from the equivalent commercial product. In truth, he must have carved hundreds, and to my mind this fact not only demonstrates the truly extraordinary level of Ken's modelling skills, but also his unstinting commitment to encourage and assist this particularly fortunate group of young aeromodellers in the pursuit of their hobby.

Not only did Ken build the two main electric motors powering the model; he also designed and built the scale retracting undercarriage mechanism which utilised a third smaller electric motor to drive a threaded screw jack, fitted with limit/reversing switches, to raise and lower the undercarriage. The system, effectively replicated that in the full size aircraft, and I cannot recall the model ever having any problems, either with the motive power or the undercarriage functionality. Last year, I took the opportunity to ask Ken if my recollections were correct, and he confirmed that they were; he pointed out that he really had no choice as, in the 1950's, there simply were no electric motors available that were light, and powerful enough, to do the job required.

The DC3 was purpose built to feature in flying displays at various Exhibitions and Shows in Tasmania and, I believe, in Victoria. This necessitated the construction not only of the aircraft, but also a raised plywood circular flying platform which could be easily pulled apart and transported between events. As can be seen from the photographs, which date from 1952, the octagonal platform was built in sections with a central 'control' tower. Power was delivered from two car batteries to the model, through the central tower and tether, and control was limited to engine power and the undercarriage actuation. The photograph of the DC3 flying was taken at the Hobart Show in 1952, and show the model with its undercarriage lowered for landing.

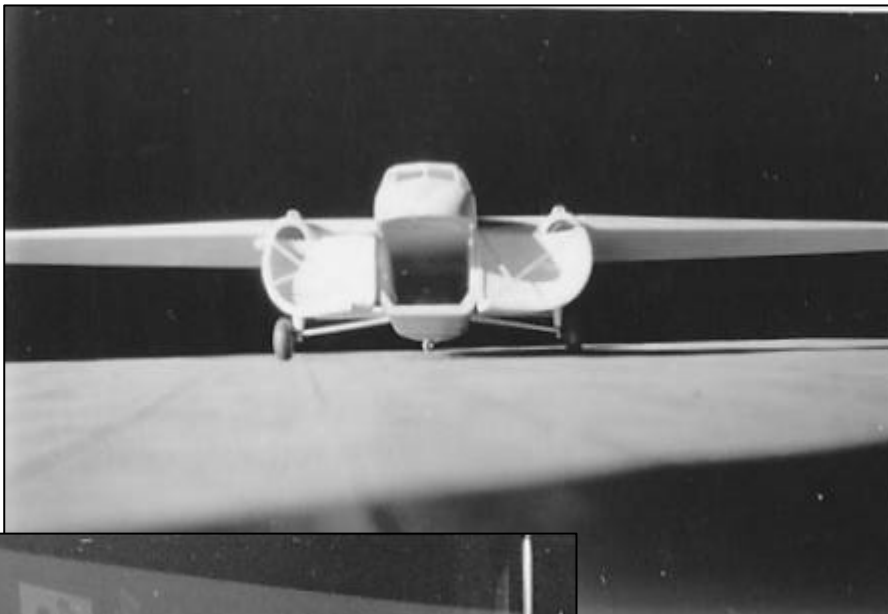


6.

The following year Ken built the Bristol Freighter to further enhance the numerous model flying displays in which he was involved at this time. This model was about the same size as the DC3 and construction followed the same practice as used in the previous model; the attached photographs of the model in its uncovered state, give a good idea of the quality and complexity of the work that was involved. Once again Ken built the electric motors and, because the Bristol Freighter had a fixed undercarriage, Ken used a third motor to open and close the cargo loading doors located in the nose of the model, as in the full size aircraft.

Well that's it from me for this edition of Bench Torque. This edition has, necessarily been somewhat different, but Ken's contribution to aero modelling was truly unique, and I am sure you will all agree that his story deserves to be told. As previously, any contributions or questions will certainly be welcome, and should be emailed to the Editor with a copy to me at: maidenerleigh@bigpond.com

Chris Rowe



This is the third article on modern microprocessor transmitters for the clubs less experienced pilots.

Dual rates and expo have been discussed in previous issues as the most useful of the available facilities but sooner or later you will acquire a model that will require mixing. Most of us are familiar with the involuntary mixing that occurs in high speed contact with the ground but other mixes are possible!

Mixing is the facility to combine the functions of one or more controls, commonly seen in foam wings and the truly dreadful (but fun) "flat pack" electric ducted fan jets.

Most microprocessor transmitters will have common mixes programmed in so no in-depth knowledge is required to avail yourself of their attributes. To use the popular and fun foam wings as an example, look closely, there are only two control surfaces, commonly called elevons, which have to assume the function of both elevators and ailerons, which means the functions of the two controls have to be combined, or in other words mixed. If elevator is applied both control surfaces move together, whilst the use of aileron still provides the differential movement you would expect. Use both together and you get a combination of both with both aileron and elevator function according to the proportion of input from the transmitter.

Usually simple to programme, there can be difficulties. Each radio manufacturer will specify a mandatory order for channel allocation when connecting servos to the receiver and reference to the relevant manual is absolutely essential. For example, on JR, Delta as the type of model is selected first in the transmitter, this sets up the change needed in the transmitter programme for this particular mix. Then, when installing the receiver, throttle or the ESC remains on channel 1, Starboard wing servo on channel 2 and port wing servo on channel 3.

The order for Futaba whilst similar in outline is in practice different, so again - check the manual. All being well the model should have normal controllability. Unfortunately life is seldom quite as easy as anyone visiting the toilet whilst using instant glue will know, and if you find that the controls are working but reversed, e.g., up stick gives down elevator etc you will also acquire the knowledge that applying servo reverse to try and rectify this makes a bad situation a total balls up. The cause, on Wild Wings is the unusual position of the servos on the top wing surface. The fix is to reverse the channel connections, then apply reverse, whereupon happiness descends like a Kiwi woolgrower finding a gumboot.

There are quite a number of mixing combinations available but some of the more common comprise automatic re-trimming following flap extension, and making the timer count down from the time the wheels are retracted or full throttle applied, to keep track of fuel usage. Of more use to the inexperienced, is inputting some rudder deflection when aileron is applied to make turns much crisper, avoiding that horrible soggy entry into a turn that some very stable trainers exhibit, a mix many models could well have applied to their benefit.

Oh yes - whilst I think of it - If you have not come across the terms starboard and port, beyond rough usage. The port wing will always be the port wing irrespective of the position from which it is viewed, same with Starboard. This avoids the confusion with left and right which depends on the angle of observation. The rule is - port is red and is on the left viewed from astern.

There are other common functions such as end point adjustment - used to limit servo and hence control surface movement beyond that obtainable with the mechanical linkages but most of the extra functions are fairly intuitive and of interest mainly once the basic functions are familiar.

*Next issue - setting up a model before it's first flight. **Nils Powell.***

There has been an increasing amount of activity in the training area.

The old club trainer was revitalised by Don Jones and put back into service. Don has been making good progress with his flying skills as has Chris Venn. Chris's grandson Felix, despite only recently starting lessons, is catching up to some of the older trainees. Unfortunately in our hobby, for those over 16, the time taken to reach a reasonable skill level is directly related to age.

Bill Gregory who started to learn on Mode 2 has switched to Mode 1 with few problems and is getting plenty of practise now that he is able to attend mid week as well as weekends.

Tony Sheppard's Tiger 60 high wing trainer had a lucky escape when the ailerons stopped working on climb out just after take off. All controls were working on the ground. It turned out that there was no screw holding the servo arm on the servo in the wing. Obviously vibration caused the servo arm to drop off. Being a trainer, the rudder was effective in getting the model down with no damage.

Congratulations to Tony Sheppard who recently qualified for Bronze Wings, and to Bob Morrison who achieved his Gold Wings.

An interesting aside concerning trainer models characteristics. I have for a long time considered the Boomerang 60 to be the ideal trainer. I found the Tiger 60 to be an even easier model to fly. Whether this makes it a better trainer is arguable though.

The old trainer reached the end of a long and useful life spanning an unknown number of years due to a faulty receiver battery. It would be interesting to know how many people learnt with this model. A cracked stabilizer and a nose wheel leg knocked out was the only damage sustained in a long career. The club has purchased a replacement in the form of a Boomerang 60, courtesy of Garth Wilmot. Peter Hubbard donated a nice running OS 46 AX, and the model was accurately put together by Bill Gregory. It flew nicely on the first flight and will be very useful model for pupils who find their eyesight and reflexes are not what they were forty years ago. The younger ones will

be well suited to the Boomerang

40.

The orange trainer will be sorted

Out by Mike Hawkins and set up

For training with Mode 2 radio

gear.



HMAC NEWS EXTRA

"TOMBOY" RC ASSIST DURATION EVENT



Where: *HMAC - Kelly Field - Richmond*

When: *Sunday 23th May 2010*

Time: *Tomboy Comp: 11.00 am start*

Please advise intention to participate to

William Deal - email wideal@internode.on.net

Members of other clubs are very welcome

Come on! Join in the fun with the Tomboy's

BASIC RULES - RC ASSIST DURATION EVENT

- *1 / 2 Channel R/C rudder only or rudder / elevator*
- *The Competition is for the maximum duration of a timed RC model with limited capacity fuel tank.*
- *A Tomboy, Cardinal or similar model of the era, around 36" wingspan powered by a motor up to 1.00 cc capacity.*
- *Typical motors: Mills .75, MP Jet 0.6, Frog 80, PAW 0.5. Fuel capacity limited to 3.0cc*

- Competition shall consist of a number of flights (to be determined on the day) with single best duration time the winner!
- Hand launching by the competitor or an assistant
- Each Competitor to fly equal number rounds (to be determined on the day)
- Starting procedure

Competitors who are ready to fly are called to starting area in groups of 3 or 4

Starter calls 3 minutes to start and begins to counts down – competitors may run their engines in this period.

Starter counts down to start and blows whistle to signal start.

Late starters will have time deducted from their actual flight time

- Best duration time of day to win!
- Trial of electric powered Tomboy's if we have starters.

Presidents Report

The time has come for the nomination of executive and committee members for the 2010/2011 year , and I would like all members who are able and suitably motivated to give serious thought to becoming actively involved in the running of the club. Nomination forms are included in this newsletter and should be lodged with myself or any other committee member prior to the AGM.

Over the years that I have been a member of HMAAC, I have been a Committee Member, Secretary, President and now President and Acting Secretary and trust that I have upheld those positions to the satisfaction of members. As my intention is to retire from my 'day job' in July 2011 and to then go 'grey nomading' for a while I am quite happy to continue as President for one more term, that is if members want me, but it would be impractical for me to hold a committee position after that date. Effectively I am giving one years notice.

However I am definitely not prepared to continue as Secretary as well. In short the club needs a new Secretary. I am sure that most members will be aware of the requirements of an incorporated body such as HMAAC, but for the benefit of those that don't, we are required by law to have a an executive committee Treasurer, Secretary, Public officer (me) and we have to keep books of account and have them audited etc. If we do not comply with these basic requirements we cannot operate as a club and would be forced to close. In short we need a Secretary!

Both Stuart Smith and I will be attending the TMAA Annual General Meeting at the end of this month and will advise to the outcome at our AGM.

Mike.

Hobart Model Aero Club Inc.

11.

I hereby nominate.....for the position of.....for 2010/2011

Signed.....Seconded by.....

Signed.....Date.....

I agree to accept nomination for the abovementioned position.....Date.....

To be returned to the Secretary by 27th May 2010.

Hobart Model Aero Club Inc.

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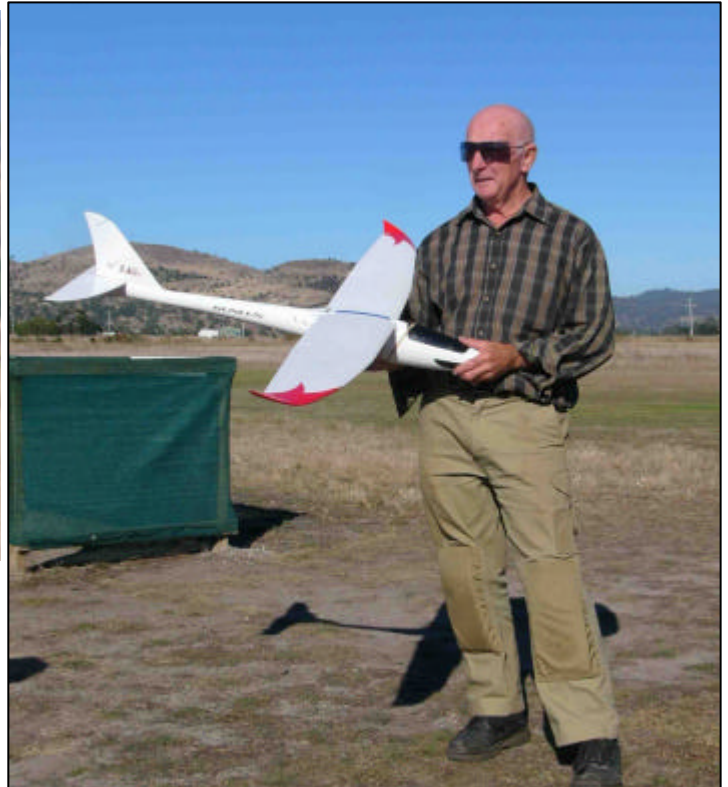
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Pictured on this page:

- ? *The new club trainer.*
- ? *Regular visitor from Cooma, Rick Harris with CMPRO Kunlun.*
- ? *Ian Searle with his new Don Quixote.*
- ? *A rare sight Tony Bannister with a spade.*

