



# Torque Back.

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Hobart Model  
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## President's Report.

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**Good day to all.**

**Unfortunately, last weekend, a member experienced difficulties whilst flying near the southern boundary of Kelly Field and subsequently crashed behind the new sheds on that property. This resulted in total destruction of the model. I think all members are aware of the problems that may eventuate with the property owner in the event of further incidents of this nature. I shall say no more on the subject, however it has come to our notice that the sheds were occupied by workers at the time and a considerable amount of arc welding was being carried out. For the benefit of members who may be unaware, arc welding is an extremely high source of radio interference.**

**Although we may never know whether this was the ultimate cause of the crash or not, it is another very good reason not to fly over or near those sheds.**

**The 'Tomboy' (small diesel) day was a resounding success and I think both competitors and onlookers really enjoyed themselves. A full report from Bill Deal is included elsewhere in this newsletter, but I would like to add a thank you to all involved in the organisation and catering that made the day such a success. Hopefully we will have other events like this in the future.**

**Regards to all and safe flying, Mike.**



**We are on the web. [hobartmodelaeroclub.org.au](http://hobartmodelaeroclub.org.au)**



## Member Profile – Geoff Leverton

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

*A Tiger Moth flying from farming properties in the Derwent Valley.  
How long have you been an aero modeller?*

*Since 1943.*

*Your first model aircraft - details please ?*

*A rubber powered free flight model built from split cane.*

*Your first full time employment ?*

*Survey Draughtsman at the Department of Lands & Titles.*

*Your present employment (or last if now retired)?*

*Survey Draughtsman.*

*Name three model categories in which you are currently interested?*

*Radio Controlled sports & aerobatic aircraft, electric or IC powered.*

*Electric powered sailplanes.*

*Tomboy free flight.*

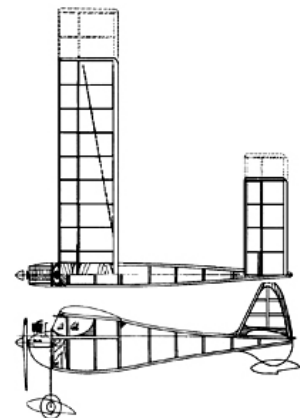
*Have you been involved in other Hobbies e.g. Boats, Trains etc?*

*I built many speed boats in the 1960's and successfully ran the first three point hydroplane hull in Tasmania with a surface propeller reaching a speed of 42 mph.*

*Most admired person in model aviation?*

*Englishman Mick Reeves. His design work & workmanship is second to none.*

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



*For sure!*

*Do you have a current project on the building board?*

*A 6 foot aerobatic model for a 1.2 cu in 2 stroke IC engine. Aerobatic models also make the best sports aircraft being easy and entertaining to fly.*

*Favourite full size aircraft?*

*Douglas Commercial (DC3) – The first aircraft I flew in (sentimental!).*

*Favourite model engine?*

*Rossi 61 rear exhaust, pumped.*

*Best memory of model building or flying?*

*¼ midget pylon racing from the Bowen farm at Richmond approx 1980. Great Competition.*

*Favourite place in Tasmania (other than Kelly Field)?*

*Ulverstone farming district North West Tasmania.*

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## HMAC office bearers for 2010/2011

**President:** Michael Hawkins. 8 Calder Crescent, Blackmans Bay 7052 62295902  
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### **New members.**

*We would like to welcome new members Chris Venn, Daniel Cope, Michael Hurst, Jill Hurst, Mitchell Hurst, Phillip Harrington and Duncan Abercromby.*

*The way things are going we should equal or exceed last year's record membership.*

*The first class facilities at Kelly Field are a key factor in our membership growth.*

## ***Around the hangar.***

*I have seen some funny things at the field, but the sight of the huge frame of Erwin Boot on a 50 c.c. scooter was something to treasure ! If it had been a horse he was riding somebody would surely have contacted the RSPCA.*



*Greg Hall is back in town after an overseas holiday. He attended several events in the UK including Cosford and Old Warden. He is looking forward to a return to the flying field.*

*We haven't seen much of Gerald Haley at the field of late. Let's hope that old age is not catching up to him.*

*I can't say that I have been so active lately for various reasons, but I hope to spend more time at the field now that house renovations have been completed. Unfortunately, as expected, I have not received much information on incidents for this publication.*

*It seems that that guru on radio programming, Nils Powell , enjoyed some rather*

*hectic and exciting flying when he dialled in negative exponential with his JR radio.*

*His E-Flite Pitts was certainly very lively and difficult to fly smoothly. He did however manage to get it down in one piece.*



*That prolific model builder, Greg Robertson has constructed more than twenty Tomboys for enthusiasts with most being powered by small diesels. He has also built suitably scaled copies of the old Hearn's Hobbies Sportster (circa 1948 or so ). Peter Ralph and your editor have recently acquired these models, with Peter's powered by a Mills .75 diesel and the other, naturally, electric powered.*

*It is surprising that these simple little models have become so popular with a back to simplicity trend evident.*



## Around the hangar

*Former member and one-time club president Michael Hurst has rejoined the club together with wife Jill and son Mitchell. Michael soon showed that he has lost little of his skill flying an ancient Astrohog which looked somewhat familiar. Michael has an enlarged scale Astrohog nearly completed and we look forward to seeing this one. I must admit that the Hog is one of my favourite models. I lost a beauty due to a mid-air collision some years ago and have always regretted it's demise.*

*Jack Tonks has a beautiful electric Hyperion Pitts Python which was a present from his family. It is a truly magnificent model which Jack flies with his usual skill.*

*It was pleasing to see the number of visitors at the Tomboy event. I had the chance to catch up with several old friends including Merv Cameron, George Carnie, Greg Robertson and Terry Pearson. The event was low key and I don't think anyone really cared about the even-*

*tual podium places.*

*It is noted that a similar type event involving the use of Parkzone Radian electric gliders is quite popular at some mainland clubs. There is also good support for electric scrambles featuring small Tomboy type models. Simple uncomplicated events will always be popular.*

*I noticed David Watson flying with a great deal of confidence of late. His Tiger 60 has proved to be an excellent choice as a low wing trainer and he has been careful with engine selection to ensure that the aircraft is not over powered.*

*On the Tomboy day we had a visit from Victorian David Hipperson who is well known in electric flight circles. He was quite interested in the event and sought further details. He had a Sebart Shark with him and did manage to get a flight in.*

*Peter Ederle has a new Piper Super Cub to replace a recently destroyed Cub. I like his one wheel landings and take-offs. Peter doesn't seem so keen on multi engine models these days, after a couple of accidents caused by flame-outs.*



*Michael Van Niekerk has officially retired and is now looking forward to more time at the field. His former employment caused him to spend considerable periods overseas which restricted his modelling activities.*

*Welcome to the "Old farts' club" Michael!*

**GARTH'S CLEARANCE SALE.**

<b>BEGINNERS' SPECIAL—SEAGULL BOMERANG 40, FORCE .46 PLUS HITEC LASER 4 C/W NICADS AND CHARGER</b>	<b><u>\$300</u></b>
<b>HITEC OPTIC 6 2.4—C/W NICADS &amp; CHARGER</b>	<b><u>\$280</u></b>
<b>MAGNUM .46 XL—TWO ONLY</b>	<b><u>\$100</u></b>
<b>FLYING DREAM ALPS 1700E—ELECTRIC GLIDER</b>	<b><u>\$100</u></b>
<b>PHOENIX CAP232—SUIT .61-.75 T/S—A REAL BARGAIN</b>	<b><u>\$175</u></b>
<b>PHOENIX AIR COBRA P39—.46 SIZE</b>	<b><u>\$175</u></b>
<b>SEAGULL PT19—.46 SIZE</b>	<b><u>\$150</u></b>
<b>AT40L—TIGER LIKE LOW WING—GOOD FLIER</b>	<b><u>\$100</u></b>
<b>FLIGHT BOX KITS</b>	<b><u>\$30</u></b>
<b>RIGHT FLYER 40T—GOOD TRAINER</b>	<b><u>\$100</u></b>
<b>PHOENIX BOOMERANG 60 TRAINER</b>	<b><u>\$150</u></b>
<b>HITEC HS-311 SERVOS \$15 EACH OR 4 FOR</b>	<b><u>\$55</u></b>
<b>E-FLITE BLADE MCX HELI C/W SPEKTRUM RADIO</b>	<b><u>\$170</u></b>
<b>VMAR 46 SIZE FLOATS</b>	<b><u>\$50</u></b>
<b>DUALSKY BREEZE PRO—INDOOR OR LIGHT AIR 3D</b>	<b><u>\$50</u></b>
<b>JR 4 CELL 1500mah RECEIVER PACKS—LIMITED QUANTITY</b>	<b><u>\$12</u></b>
<b>SPEKTRUM DX7—COMPLETE 2.4 PACKAGE</b>	<b><u>\$475</u></b>
<b>HAIKONG MODELS CAP 232—SUIT 480 SIZE MOTOR</b>	<b><u>\$150</u></b>
<b>12V STARTER BATTERIES</b>	<b><u>\$25</u></b>
<b>PARKZONE RADIAN ELECTRIC GLIDER—PLUG'N'PLAY</b>	<b><u>\$175</u></b>
<b>PARKZONE EXTRA 300—READY FOR YOUR TRANSMITTER</b>	<b><u>\$225</u></b>
<b>WE HAVE A NUMBER OF ARF MODELS FOR SALE ON BEHALF OF THE OWNER—COME IN AND MAKE AN OFFER.</b>	

**GARTH WILMOT PHONE 62431790 [garthwilmot@internode.on.net](mailto:garthwilmot@internode.on.net)**

## Tomboy Competition – HMAc Kelly Field 28<sup>th</sup> August report by W Deal

*After a couple of weeks of wet, cold & windy weather, we were greeted with an overcast & cool day with only a slight breeze which made for excellent flying conditions for the Tomboys, however just a little cool for the pilots. We were delighted to have a large group of LMAc members make the trip and join in the fun. We certainly enjoyed the company of Alice & Greg Robertson, also Merv & Owen Cameron, Terry Pearson, Chris Klimeck, Fred Willis, Darren Quinn and Kerry & George Carnie.*

*Our Tomboy ranks are increasing all the time. At our first attempt at a competition a little over 12 months ago we produced only 5 models. This time with the help of our Launceston friends we had 17 starters! With recent new requests for Tomboy plans we might have to have a two day event in future and place Greg R on a two shift building program!*

*We had 5 full rounds of duration competition with nearly all competitors recording excellent times. Only a couple of hard luck stories for the day; Peter Allen had his model head for the hills in the first round – did a Steve Ralph, having failed to switch the receiver on! Fortunately the model was found later in the day undamaged. Chris Klimeck had a horrid run with his MPJet, couldn't get a decent run and finally suffered a broken shaft putting him out of action. Terry Pearson also had a shaft break on his Boddo Mills but at least it happened in the last round of the day.*

*It was decided to impose an 8.00 min max on flights and unlike the last Tomboy comp at LMAc where we had many 8.00 min duration flights, on this occasion we had only 3 flights reach the 8.00 min max for the day and they were Owen Cameron with the Merlin / Modified Sportster, Tony Gray with MPJ / Cardinal and Greg Robertson with the electric Tomboy. Notable consistent performers on the day included HMAc Chief Flying Instructor Peter Ralph with his brand new Greg R built Sportster powered by an Irvine Mills, Merv Cameron with the DC Merlin powered Sportster, Jack Tonks with his MPJ powered Tomboy and the ever consistent Tony Gray with his MPJ powered Cardinal. Red face award to Fred Willis who attempted to launch his Sportster in round 4 with the motor running backwards! The other red face award went to the writer who after making the 2 minute call to start the first heat, reached for the timer only to realize it was still in the clubhouse. Luckily for me competitors were too busy tuning their engines to notice my dash to the clubhouse and back. Extravagant landing prize awarded to HMAc President Mike Hawkins for subjecting his poor little Simplex to an arrival of the cartwheel variety – however no damage sustained which is a big plus for these little models.*

*The Tomboy concept is a real fun, low cost event with a lot of scope for variations on a theme. We look forward to many more interclub get togethers in the near future. Hopefully we can get Garth on board soon now he has a new electric Sportster ready to trim.*

*Special thanks to Colleen, Alice, Kerry & Karen for providing a wonderful lunch and looking after us so well.*

*Thank you to Eric Webberley for helping out with the starting and timing, your help very much appreciated.*

*By all accounts a very successful and enjoyable day particularly enhanced by the attendance of our Launceston friends. Sincere thanks to you all for making the trip down, we really enjoyed your company.*

*Results on page 8.*

**Tomboy RC Duration – HMAC 28<sup>th</sup> August 2010**

<i>Competitor</i>	<i>Club</i>	<i>Model</i>	<i>Round</i>	<i>Round</i>	<i>Round</i>	<i>Round</i>	<i>Round</i>
Allen, Peter	HMAC	Tomboy - MPJ	dnf	dns	dns	dns	dns
Cameron, Merv	LMAC	Sportster - Merlin	4.12	5.16	5.20	4.45	5.10
Cameron, Owen	LMAC	Tomster - Merlin	8.00 max	4.14	3.10	2.55	3.30
Carnie, George	LMAC	Tomboy - Electric	dns	2.00	dns	2.40	3.40
Gray, Tony	HMAC	Cardinal - MPJ	8.00 max	6.30	5.05	5.30	5.28
Hallam, Gavin	HMAC	Tomboy - MPJ	2.05	3.16	3.01	2.36	4.11
Hawkins, Mike	HMAC	Simplex - PAW	1.55	3.12	3.27	3.44	5.50
Jongbloed, John	HMAC	Tomboy - MPJ	3.24	4.42	4.26	3.38	4.32
Klimeck, Chris	LMAC	Tomboy - MPJ	dnf	dns	dns	dns	dns
Leverton, Geoff	HMAC	Bay Ridge - MPJ	7.00	6.15	3.40	3.22	5.14
Pearson, Terry	LMAC	Tomboy - Mills	7.24	5.15	3.58	1.38	dns
Quinn, Darren	LMAC	Tomboy - MPJ	5.20	0.15	3.55	5.00	2.58
Ralph, Peter	HMAC	Sportster - Mills	3.50	4.50	4.10	5.36	5.14
Robertson, Greg	LMAC	Tomboy - Electric	6.37	6.20	4.46	6.38	8.00 max
Tonks, Jack	HMAC	Tomboy - MPJ	5.10	4.40	4.20	4.37	4.00
Webberley, Scott	HMAC	Cardinal - MPJ	2.10	3.50	3.47	4.38	4.28
Willis, Fred	LMAC	Sportster - MPJ	2.51	4.10	3.52	2.57	3.35





*Hi guys; welcome once again to Bench Torque.*

*After my previous marathon effort on custom built mufflers, I trust that you will excuse me if I take the opportunity to draw breath, and limit myself to a somewhat abbreviated version of the column in this edition of the newsletter.*

*Vise polyurethane glue – ([www.vise.com.au](http://www.vise.com.au))*

*Some four years ago, I re-entered the aeromodelling world after an absence of some 25 years and, in retrospect somewhat foolishly perhaps, immediately commenced the construction of the scale Druine Turbulent model which I have finally, and only very recently, plucked up the courage to fly! Not only had my previous flying skills evaporated during those 25 years, but a whole new world of adhesives had also vastly complicated what had once been a relatively simple modelling choice of either balsa cement, PVA or Araldite!*

*Well, after spending hours (just ask my wife!) perusing the labels in Bunnings I decided to live dangerously and try out a new polyurethane glue called Vise. I was somewhat reassured that I had made a good choice when, upon logging on to the website listed on the container, I was immediately confronted by a rave review from an obviously enthusiastic radio control aero modeller. I am pleased to endorse everything that he said.*

*Vise is unusual in that it cures by absorbing moisture from the atmosphere, and from the materials that are being joined together. During the curing process, the glue foams slightly and very effectively fills any gaps that may have existed between the two surfaces being joined together. Any excess glue can certainly be cut away with a sharp scalpel after overnight curing but, in a modelling situation, excess glue is definitely best avoided if at all possible. In this regard it is strongly recommended that you read, and carefully follow, the comprehensive instructions which can be found on the website.*

*Based on my experience over 4 years, I would confidently suggest that Vise is as strong as epoxy but more versatile, and certainly a lot cheaper. It will effectively glue wood, foam, aluminium and carbon fibre, making it the perfect adhesive for constructing and repairing both traditional wood, moulded foam, and virtually any other form of ARTF models; not to mention its wider use in repairing shoes, concrete garden ornaments, cracked plant pots and even sandstone blocks! Believe me, I speak from experience!*

*I strongly recommend that you check out the website and get yourself a small container of Vise. No workshop should be without it!*

*Scratch building and designing a new scale model – how do you start?*

*Despite an obvious and understandable enthusiasm for ARTF models within our Club, a significant number of our members continue to design and scratch build their own unique models, most of which are scale or semi scale versions of full size aircraft. Personally, as a dedicated scale modeller of the old school, I certainly gain just as much enjoyment from what may well be a very protracted building process, as I do from ultimately flying the resulting models, and I would like to use this column to encourage and assist other members who might just feel brave enough to have a go at doing it*

*the hard way!*

*I have spent recent months vaguely contemplating what scale model aircraft I might perhaps build next, and now I have finally reached a decision - it will be a model of the Mudry Cap 21, a former world champion aerobatic aircraft designed and built in Italy in the 1980's. The model will be similar in size to my two existing models, but both lighter and slightly more powerful; in this regard I propose to live dangerously and install an OS 20 that has been sitting unused in my workshop for the past couple of years! More importantly however, this time around, I intend to document and photograph the whole design and building process as an aid, or perhaps as a warning, to any other brave souls who may feel inclined to perhaps follow my lead!*

*So, in my next column, I shall start with a really cheap and practical way of scaling up an internet sourced "three view" to produce an accurate scale outline which will then form the fundamental basis for the detailed structural design of the proposed model..*

*Well that's it from me for this edition of Bench Torque. As always, any contributions or questions will certainly be welcome, and should be emailed to the Editor with a copy to me at: [maidenerleigh1@bigpond.com](mailto:maidenerleigh1@bigpond.com) **Chris Rowe**.*

### For Sale.

*Cox TD .09 and Testors McCoy .19 with Perry Carburettor—brand new in box (ex Ken de Bomford) . Offers to Chris Rowe phone 62681406 or email as above.*



***From the Chief Flying Instructor.***

*It has been very quiet on the training side of things lately.*

*Don Jones took a trip to the mainland. Instead of just missing one week of flying, he clocked up another three weeks of inaction due to catching some sort of flu.*

*New member Chris Venn has qualified for his Bronze Wings. The inclement weather has limited his opportunities to practice his new found skills.*

*With school holidays upon us, it will be a good opportunity for Chris Venn`s grandson Felix Bainbridge to get stuck into his training schedule, weather permitting of course. Presumably Bradley Nus and Simon Brown will also make the most of the holidays with their recently acquired freedom to fly their models unsupervised.*

*This brings me to another concern that can be a problem for our younger and newer members.*

*The problem is well intentioned members fiddling with needle valves on other peoples` engines. If you are asked for advice then feel free to help. Otherwise leave well alone!*

*Several times recently, young members have had their engines fiddled with. The models concerned had had around eight or ten successful flights in a row. Then unsolicited adjustments were made. In one case (luckily I imagine), the engine refused to start or run, and in the next case the engine cut on take off and the model got badly damaged due to the subsequent crash.*

*If one knows everything about the several different designs of carburettor used on our engines, the full effects re the adjustments of the high speed and low speed, (fuel or air bleed as relevant) needles, and can diagnose accurately whether the engine is rich or lean relative to the throttle opening, go ahead. if you don`t, then you are out of your depth.*

*It gives me great angst when I see some one turning an idle needle two or three turns to solve some problem that is more than likely completely unrelated to the idle needle. I used to think 1/8<sup>th</sup> of a turn was reasonable. I saw one chap on the net who suggested that 1/16<sup>th</sup> of a turn was the difference between correct and incorrect.*

*Remember.....the most important thing for a beginner is that his motor is reliable, the model flies around at a moderate speed, and does not get damaged. If you fiddle uninvited and then the motor cuts, and the model is damaged, are you going to repair or replace it? I think not.*

*One bright spark....(unnamed for obvious reasons), said you would not want to be standing next to any of these chaps in the public toilet. (the mind boggles!)*

*Hobart Model Aero  
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*PO Box 1117  
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*Peter Hubbard's Sweet & Low Stick.*

*Right—Martin Richardson  
with Polecat which had a  
very short life.*



*Jack Tonks' Pitts Python in  
action.*

