



TORQUE BACK

Vol. 11 No. 12

October -November 2011 (Part 1)

Does your engine have more bark than bite?

How to get the best from your engine
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The inaugural
standoff scale day
6th November 2011

Too cold, Wet... ?
No Excuse...
RC simulator review



The news letter of the Hobart Model Aero Club inc.

www.hobartmodelaeroclub.org.au/

NEW AND RETURNING MEMBERS

Yes, the editor does leave home occasionally. Here is aforementioned for all you whom did or didn't want to see that I am a really person, instead of being known simply as Ed. (the ugly one to martin's left (I am referring to the seagull not me :-)).

Graeme Scobie :- (the ed) Graeme has a trainer with os 40 power

Keith Drew:- A former member, he had a hand in negotiating the lease for HMAc some years ago.



Martin and yours truly - Ed.

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In Part 2

STANDOFF SCALE EVENT

6th November 2011

A standoff scale event is to be held on Sunday the 6th November, commencing at 10.30am Colleen's Canteen will provide lunch. There will be two basic categories - 'War Birds and Others'. A form will have to be filled in detailing model type, engine, frequency, ARF, kit or scratch built.

Two or three models may be in the air together and they will be observed for realistic and scale flight and appearance.

The pilots from the War Birds will judge the other aircraft and visa-versa, to choose a pilots choice.

This is to be a low-key fun event and there are no specific flying times. Fly as often as you want, as long as everyone who wants to fly, does so.

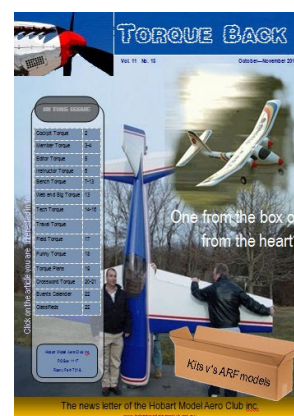
Will you let the organizers know if you may be attending.

William Deal 6228 2538, Geoff Leverton 6243 8414, Gavin Hallam 6250 2280 or Tony Gray 6268 1111 or email tonygray@internode.on.net.

NOTICE TO ALL PILOTS

All models **MUST** be able to be flown in the confines of the field boundaries. And, the transmitter pound will be strictly enforced.

Next Issue



Kits v's ARF convenience or cost?

Front Cover :- Greg Hall's Phoenix cap232 at Kelly field 20th August 2011. CAP-23x is a high-performance aircraft designed for competition aerobatics.

MEMBER TORQUE

Member Profile – Ron M^cGuinness**What was your first model aircraft?**

My mate, Graeme Manning (*photo 1*), and I had been interested in model rockets. They had been fun, but they were whoosh then chase the model as it floated back down so that you didn't lose it in the long grass or scrub. We decided that the motors were too expensive so we amused ourselves by attempting to practice golf in knee high kikuyu for a few months.

One day Graeme said that he had seen model aeroplanes at the slot car track, so we saved up some money and walked to the Hill Circuit Slot Car Track, at Chester Hill, to buy an aeroplane. The owner knew slightly more about model aeroplanes than we did. We decided on a 1.5 Taipan diesel, because we could not afford a 1.5 Taipan Glow motor with battery and plane, and a Ranger team racer because it looked good and we were told that it should fly well.



It took a couple of weeks to build the Ranger. I remember that it was drizzling but we did not care. I was the designated starter. I don't think Graeme was overly interested in getting whacked by the propeller. The motor was inverted so naturally it decided to backfire a few times, but that didn't matter because I had other fingers – it was a couple of years before I realised that you could use a chicken stick. The engine roared into life. Graeme held the model while I raced to the centre.

I think that had I had a bit of experience it might have been a good flyer, but in the hands of a novice, it pointed straight up then straight down. We quickly learnt that control line models had a limited lifespan and invested in a couple of trainers.

How long have you been an aero modeller?

I think it must have been about the middle of 69 that we started flying. The Slot Car Track got a few interested people together and we formed the Hill Circuit Model Aeroplane Club. I remember that we were moved from oval to oval around the Bankstown area because people tend to object to unmuffled Aeroplanes on a Sunday morning. The club grew, changed its name and moved its flying to Bringelly then St Clair.

After high school, I did not have the time for modelling and returned to it intermittently in the 70's. At that time, control line seemed to have been forgotten and I never had any success in my couple of attempts at RC.

A couple of years back, my wife Noeline suggested that I investigate model aeroplane flying for our son Peter, now 16. We wanted something to get him out into the sunshine. So I contacted HMAc and started having him trained with Peter Ralph. He is a Gold Wing member now.

I delayed RC training. I wanted Peter to get as much training as he could and I enjoyed being his mechanic.

What was your first full time Employment?

My first full time employment was as a clerk with Wunderlich Ltd in Surry Hills – I was a terrible clerk. I changed jobs quite regularly after that.

I studied part time for a Materials Science degree. I was working as a Quality Control Manager for Boral Australian Gypsum when I decided I would have more fun teach

MEMBER TORQUE

What is your present Employment?

I am teaching Science and Mathematics at Hobart College. Teaching is a very satisfying occupation – if you ignore the sometime tedious meetings and the long hours of marking and preparation. Teaching at Hobart College is the best employment I have ever had.

In what model categories are you are currently interested?

Control line and RC sport. I gave Peter a glider for his birthday.

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

When Bankstown Council turned the paddock and scrub across the road from my mother's house into a golf course we were forced to travel if we wanted to do any flying so I started bashing a golf ball around.

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

The trouble ipods is that users stick plugs in their ears and ignore the world around them.

Of course, aero modelling will survive. It is intrinsically appealing, like your favourite food. People that are interested in aero-planes will be interested in aero modelling.

Do you have any projects on the building board?

I bought a Carl Goldberg Junior Tiger kit from Garth nearly two years ago. I hope to have it finished by December. There are a lot more construction decisions to make with a kit than an ARF, especially if you have to modify it a bit and free time to build is sometimes hard to come by.

I am also making a control line wing. I am hoping that this will be manoeuvrable enough for me to have a bit of fun with it. I over engineered the last couple with the hope that they would survive Peter's attempt to fly them.

What is your favourite full size aircraft?

I do not have a favourite. Peter appears to like too many to be able to choose a favourite.

What is your favourite model engine?

When I was young, I used to look in the model magazines and dream about owning high performance motors that I could not afford. The most satisfying motor that I own is my OS Max 35 HC, which I still used. I bought it in a hobby shop in Greenacre, installed it in a Voodoo control line wing and had many hours of fun flying.

What is your best memory of model building or flying?

There are heaps of good memories, but the best would have to be the adrenalin and relief that I felt when I did the first loop in the Voodoo. I finally had model that could do a tight loop. Loops in my previous underpowered semi scaled supposedly stunt capable models were more wingover with a dash of bulldozer.

I know that the Voodoo lasted a long time. I cannot remember having a prang in it. I have vague memories of castor oil soaked balsa, so maybe the tank leaked under pressure and I could not repair it. Then again, perhaps I did nose her in and vaguely recall holding some of the parts. All I used to do with smashed planes was recycle what I could and drop the rest in the bin, then forget about it and build another one.

Favourite place in Tasmania (other than Kelly Field).

I suppose home does not count. I like walking along the tracks at Mt Field when the fungi are out.

EDITORIAL TORQUE

Editorial from Aviation Modeller International June 2011**By :- Steve Doring** (reprinted with permission from author)

A fellow flier was having a bit of a whinge about his club's 'Fun Police' to which I replied, that every club I've known seems afflicted to a greater or lesser degree by same! Usually 'serving' under the nom-de-plume of 'Club-Safety-Officer' - the laudable notion of such an appointee is somewhat flawed! Now don't get me wrong, safety is paramount, so before you leap down my throat, bear in mind that each and every one of you automatically becomes a club safety officer when you join! There you have it then, you're all responsible for your fellow members safety and devolving that responsibility to one member with all of the problems associated with a nominated role -well why bother? There is almost certainly an initial reluctance to take on the job with its onerous responsibilities and expectations - those AGM press gangs have a lot to answer for - and we've all been on the receiving end of the odd per-sona otherwise reserved for car park attendants and your local GP's receptionist! It will not have escaped your notice that so often, the flying skills of the 'fun-police' tends to be inversely proportional to their salacious enthusiasm for the role too!

Here are a couple of definitives to get you and your club off to a flying [pardon the pun...] start for the coming season. Remember that this is a hobby, rather than some sort of brinkmanship contest, so rigidly adhering to a plethora entrenched rules so firmly policed [that word again...] as to make the whole business of model flying more stressful than root canal work is missing the point! Designated safety officer's can find themselves between a rock and a hard place and poor chaps are only doing as bid by the membership, so if yours is a 'bit of a tool' [sharp or otherwise...] well you voted him in post didn't you - ye reap as ye sew! Some folks are more amenable than others of course, so when your safety officer asks you politely not to taxi your model back to the pits, and crucially, he is able to qualify his instruction in a polite and above all, logical common sense manner, rather than a crass 'because it's the rule' retort, then take that on board. Exactly the same goes for the slopes when you decide to impress everyone by bouncing foamies off your mates pristine scale ship, or scream fast and low over the car park or pit area! Sensible safety precautions are most worthy and we all need reminding from time to time, that our hobby is somewhat more adventurous than synchronised swimming and stamp collecting!

**A day at the field**

So back to the 'fun-police' - if that's you and yours then you might consider invoking the rules of your club with a bit of leeway and common sense? I'm sure many of you do just that, given that a blinkered determination to adhere rigidly to rules isn't the way to glean a favourable response - human nature decrees that! Rules - any rules in any theatre or arena are there for guidance and if someone points out a better or more sensible solution, then a reasoned interpretation of said rule may well be all that's be needed. You'd certainly exceed the speed limit in a built up area if it meant missing an oncoming vehicle and likewise, you'd run out onto an active runway of someone had just been hit on the head and was bleeding profusely, so you're there to oil the wheels rather than make life difficult for your fellow fliers. It might also be worth pointing out at this juncture, that the rules apply to you too! Finally, if a junior member points out the error of a seasoned old fudgers misdeemeanours then whether said old fudger is a mate or not, back up the youngster if he's got a point - his brain is probably a great deal more agile than yours for starters!

Have fun - enjoy the summer and remember, this is AML - a 'proper' aero modelling journal so get building.

(Thanks to Tony Gray for gaining permission to republish this interesting article Ed.)

Please read the note at the bottom of page 19 from Tony [Click Here](#)

INSTRUCTOR TORQUE TRAINING NOTES

Not a lot to report this month - the weather has been appalling with training only being able to grab a day here and there. So wet, that only in the last week or so has the field begun to dry out to the point gumboots are no longer mandatory. I must admit in these conditions electric power is rather nice with no need to squat in the mud starting motors.

I was standing idly by last week when much to my surprise I saw a pilot attempt a takeoff with his back to the model. This must have been more difficult than expected and he abandoned the attempt before any damage was done to man or model. I did promise Garth not to mention his name to avoid embarrassment but after the business of the Lamington I'm sorely tempted.

Interesting thing we discovered recently - should anyone want to learn on mode 2 we can do this ok on the club trainers. The Futaba sets can have the instructor on mode 1 and the slave on mode 2 and we have access to two slave transmitters, one on each mode. The wonders of electronics.

Safety officers - before I get any comments about "fun police" I'd better clear up a few things. The committee, who were the appointed safety officers, in response to a request from Peter and I, have added instructors to the list. There were a number of reasons for this, but in particular - there is normally an instructor on the field on any reasonable day, ensuring continuity, and they are responsible in the main for teaching safety to newcomers. To paraphrase a note sent to instructors - we are not police, if an unfortunate member breaks the rules they are normally both well aware of the breach and having a problem with the model for some unexpected reason - in these circumstances it hardly seems necessary or advisable to add to their problems by making redundant "official" remarks. The real point is with modeling rapidly becoming more technical, we need to keep an eye on operations to ensure that if procedures need to be changed, in particular to maintain safe operations, we become aware of the need before it becomes an issue. To illustrate what I'm getting at - when concerns were expressed about the safety of carrying larger models to the flight line from the pits it was agreed to allow taxiing from the area along the fenceline behind the pits. Another was the problem on some 2.4GHz gear where full power could be inadvertently programmed into the transmitter as failsafe. This caused two accidents and caught most of us by surprise and resulted in advisory info being sent to members to make them aware of the issue and to check their models.

Nils
Acting CFI

HELPFUL DEFINITIONS FOR STUDENTS

2.4GHz - Radio frequency of equipment with a short antenna. Especially developed for older pilots to bypass failing memories and to eliminate the strength required to extend and support the long and heavy 36MHz antennas.

ARF - Almost ready to fly - Shop jargon, indicates that to complete said model only requires a winters work and the purchase of around \$1000 worth of gear. Upon completion the clubs test pilots advise it will make superb workshop ornament. An analogy would be the guy laying the first Pyramid stone telling the Pharaoh his tomb is almost ready.

I

Gold wings - As for Bronze wings but allowing for people as close as two Km being relatively safe. This is such an unlikely accomplishment that bribery becomes a factor. Discuss payment with the CFI.

Basic trainer - A relatively cheap model which when it crashes the financial wound does not require the students first born be sold into slavery.

Fully aerobatic - totally uncontrollable - the use of a transmitter for show only.

Four Stroke - The motor of choice when a model is likely to end up tail heavy.

(I thought 2.4Ghz meant that your plane could go faster than 36 Mhz Ed. Also it means it must not "hertz" as much when it hits the ground. My logic says that if "Mega" is big then "Giga" is smaller therefore it hertz less)

TRAVELLER'S TORQUE**UK TRIP**

Its now 25 years since the first wings and wheels spectacular made it debut at North Weald airfield near Epping Essex. Over the years the exciting model show has developed into a truly spectacular event and has featured some of the largest and most spectacular radio controlled model aircraft in the world as part of the flying programme. As well as model aircraft, we also showcase model boat and cars, one of the most successful bring-and-buy sales in the country and feature over 70 trading stands where you can find anything you can find anything you require for you favourite hobby"

Radio Control Model Flyer July 2011

Hello all, this is an article about Elaine & Tony Gray's trip to the UK.

I won't bore you with our trips to historic house and bridges etc.

We were due to fly out of Tassie to Melbourne, only to find that Qantas was not flying due to the volcanic ash from the Chilean volcano. We had to catch the Spirit of Tasmania and sit in the theatre seats.

We finally arrived in the UK and stayed in London for a few days. We saw most of the usual sights – West Minster Abbey, museums, Greenwich, Churchill's war museum which is under the houses of parliament and the London Eye.



Elaine flew to Dublin to attend a conference, while I stayed at Harlow which is north of London, as I was going to the model air show called "Wings & Wheels". This was being held at North Weald aerodrome. The aerodrome is surrounded by hedges and could not be seen from the road. The driver let me off about two miles past the drome; I walked to the airfield and found that I was not at the main entrance. I could see models flying in the distance – so I headed in that direction. It was a pretty warm day – 26 degrees – which is hot for England.

All facets of modelling were represented – turbine jets, gliders, giant scale, pylon racers, helicopters, aerobatics, fun fly planes and electrics. Only two radio controlled models were flown. There was a scale flying wing powered by two turbines – it was called a Horten Wing. A lot of the pilots were in air show teams and travelled all over the UK flying at different venues.

One team flew scale jet turbines in formation with smoke. The announcer said they were worth thirty thousand pounds. There was a pair of large bi-planes, petrol powered – probably Stearmans – they had wing walkers on the top wing and were controlled by a separate transmitter when flying. A pair of large Pylon racers put on a demonstration, 6.5cc doing 30 000rpm and 300 km/hour. A giant AV 10 Bronco was very impressive.

There was a large group of bi-planes – they looked like "ugly-sticks" fitted with a bottom wing. Powered by 10cc engines, they all took off in loose formation (a bit like a Tomboy launch), climbed up, did rolls, then spins, climbed up and did loops. I counted 14 models and only one had an engine out landing. They flew for 8-10 minutes.

The models were being flown off a sealed runway with about a 45 degree crosswind. I saw some hairy landings, but no real crashes. After lunch a Spitfire landed on the grass alongside the runway (due to the crosswind). A fire truck was there for the Spitfire landing – just in case!

As I was walking in I passed quite a few people taking their modelling purchases home. There was a long line of tents stacked with kit engines, magazines, model engineering tools, RCB engines, jet turbines, model cards, and model tanks – some you could sit on! One tent had Daleks – the same size as in Dr Who. A large model was assembled from laser-cut parts. You just take in your plan and they cut all the parts you need. The row of tents was about 300m long. They had finished models and kits stacked three and four high (that was the big kits), hanger 9, spectrem, multiplex, e-flight Traplet publications, DLA engines, packs of balsa, covering materials and these tents were so full of people that you had to join the queue to get to the counter.

TRAVELLER'S TORQUE CONT..

At the end of the trade displays was a large tent. You went in one end and out the other. Outside was a large roped-off area. In this area there were about two hundred models - mostly aircraft. In the tent were engines, radios, boats and cars – all used. This was called the BRING & BUY tent. If you had a model for sale you put a price on it that you would like to get and also a reserve price – the reserve price is not shown until after 2pm. You pay five pounds to put your article in. There is no haggling, you pay the price or wait until 2pm and hope that it has not been sold. I purchased a YS 170 (it was listed for 175 pounds) and I got it for 150 pounds (about \$250). One ticket said “nearly run in”! This was quite a popular attraction. Wings & Wheels was a good day's entertainment.



Find Mike Hawkin's favourite aircraft . The TSR2
Your guess doesn't count Mike :-) (Ed)

The next day I caught a train to Duxford Aviation museum. I saw numerous WWII aircraft, walked through a Concord and had a fly in a Tiger Moth. Also at Duxford is an American Aircraft museum. At this museum there is a SR71 Black-Bird – all black was very impressive.

The next day I flew to Ireland, toured the zoo (no Australian animals), went on a couple of bus trips and found where the Fienster Model Club flew. They fly in a very large park called “the hundred acres”, they use the very middle and they have a strip mown which is about two-thirds the length of Kelly Field. They have to walk from the parking areas and take their gear and models on a hand trolley at least 500 metres. The area that they fly in is not roped-off. In this park you can see herds of deer, and people riding horses, families stroll by and sit on the grass and watch the flying. While I was there a few of the children got a bit close to the end of the strip. Most of the models were 45 to 60 size and they were flying right-hand and left-hand circuits to land – flying over the people watching. One

of the club members claimed they had insurance when I asked about the safety aspect. There was also a control-line circle which they had just finished flying – one was electric.

As I was about to leave one of the modellers asked if anyone was interested in an OS 40, so I asked if he had any other engines for sale. He had a small diesel and an OS 4 cylinder, we negotiated a price and I followed him to his home in Dublin. He had a shed 4m x 3m, about a dozen models – some of which were still being built. He reached up and located the OS box and removed the lid. It was still new in the box with papers OS Pegasus 4 cylinder (52cc), he also gave me the Merlin diesel .75cc, Merco 35 and a Kielkraft Lady-bird kit, free flight – all for 400 Euros (about \$520)!! These engines created a bit of a problem as we still had three weeks of our holiday to go and were already nearly over our luggage allowance and it limited our purchases – I should say Elaine's!! Due to the school holidays starting on the day we were coming home we had to fly Heathrow, Tokyo, Cairns, Sydney, and Hobart. We enjoyed our time away, but glad to be home.



Bring-and-Buy



Note the model transporters

FIELD TORQUE

Control Line Fun Fly – HMAc Kelly Field 18th September 2011

report by William Deal

After cancelling the previous week due to poor weather the Fun Fly was held in less than ideal conditions, however we had an excellent turn out on the day. Our good friends from LMAC included the Cameron Clan; Merv, Owen & Lyle plus Jason George and John Moody. Pleased also to see Peter Wisby attend who rather courageously brought along a model for Tony Gray to fly. Steve Ralph was down from Devonport and joined the control line retreads. We had two circles for the different size models to use and all seemed to run smoothly.

Among the interesting models included Peter Allen's Brodak 40 powered ARF Vector purchased direct from USA. The Vector is a modern design and a very smooth flyer. John Moody had a very neat Eze 25 powered by an Enya 25. The model had a rather clever wing construction with a foam leading edge section, built up ribs with a carbon rod trailing

edge – simple and effective and also an excellent flyer The Camerons' produced a brace of models from the rear of the Station Wagon – sort of like a magic trick – they just kept coming!! Lyle produced his brand new model, a Blue Pants, his first control line model for 30 years. In true Cameron tradition, the model looked a treat in red and blue and flew well after an initial engine problem. Only hard luck story on the day was Jason George who when attempting consecutive loops ran out of sky and the poor Peacemaker lost a wing. No problem, as we know Owen has the glue.

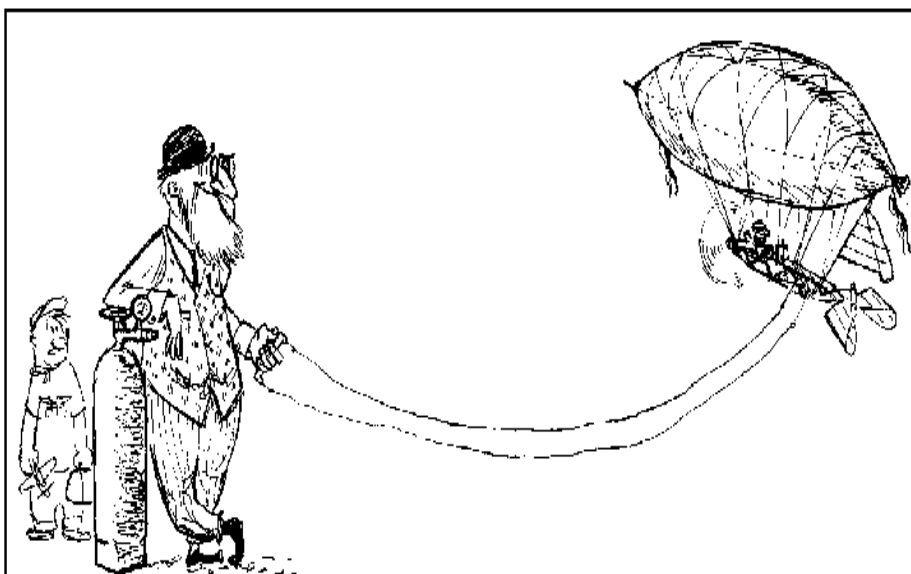


The Voodoo combat model built over 30 years ago by the writer was given its long overdue maiden flight by Tony Gray. The model was fast and steady with Tony performing "the book of manoeuvres"

Tony was also seen giving his grandson George some flying lessons with the Cherokee Trainer. George got the hang of it very quickly and flew some neat laps with the Cherokee.

All attendees went into the draw for the two prizes on offer. John Moody was the lucky winner of the Glo Fuel kindly donated by Tony Gray and Peter Wisby was the lucky winner of the Sig Shoestring control line kit kindly donated by McCanns Model World of Hobart. Sincere thanks to both Tony and Shane Bastick proprietor of McCanns.

Many thanks to Colleen & Elaine for the excellent BBQ lunch, cakes and goodies, you are greatly appreciated. There has been a resurgence of control line modelling recently with many RC modellers enjoying the models they started with in bygone days. A great day's flying was enjoyed by all and we certainly look forward to similar events in the future.



<http://flyinglines.org/>

