

## **Torque Back      September 2019      Editor: Garth Wilmot.**

### **Around the hangar.**

Sorry about the date confusion last month – I was getting ahead of myself. Apart from the week of good weather at the beginning of July the remainder of the month was below par wind wise. Then along came August – more of the same and one has to be dedicated to continue with the hobby. Our weather patterns have surely changed, and not for the better!

### **From the Safety Officer.**

A discussion occasionally crops up relating to flying alone at Kf. and I thought it wise to make it clear - there is no restriction on making use of the field whenever the weather or time permits.

Be aware though that local councils do lay down noise abatement procedures. Whilst not mentioning model aircraft specifically there is generic cover over equipment such as chainsaws and mowers etc which if used at the wrong time can cause annoyance to others and IC powered models would come under this. In general, if we stay within our ops manual procedures all should be ok.

Always - Common sense should be your guide, particularly in the situations below.

There are risks inherent in flying alone at Kf. Commonly this is associated with members arriving early on a normally good day, with a reasonable expectation of others arriving before too long, in which case the risks are minimal, but, some fortunate members live close enough to take advantage of short calm spells on an otherwise poor day, and decide to get in a few flights when there is not likely to be company.

We all know props and hands don't cohabit well together especially electric models where unlike IC motors which normally stop if they encounter body parts the electric motor just keeps chopping away. Nasty on smaller motors and potentially life threatening when we are talking of

1000+W. But there are other more personal medical conditions which should be allowed for as well.

For these reasons it's sensible to make sure someone knows you are at Kf and what time you should be home. If your contact has concerns make sure, they know who to call for assistance if they do not get a response to their call to Kf. Trust me on this, wives and parents have very very short patience when an expected time is exceeded.

So that's it guys - go to Kf and enjoy the activity whenever you can.

## **INSTRUCTOR INFO**

From time to time I intend to add notes for the instructors and potential instructors as part of our newsletter. Any member is free to read and comment if the urge comes upon them but the main purpose is to ensure uniformity in training new students.

In years past students seemed to absorb theory in a sort of osmosis through the soles of their shoes. Those days are passing now that models are increasing in size and complexity and it is important to ensure that pre-flight briefings are conducted for each new evolution in the training schedule. As long as the briefing is done you are free to choose the format to suit your own preference. This can be anywhere between a formal briefing on the club's whiteboard or just done in the pits if it is quiet. I need to stress that any briefing should be conducted free of outside interference, taking into account the students experience and ability and free from helpful bystanders, so choose a quiet location or ask to be left alone with the student.

Having completed the briefing go and fly the manoeuvre. Once the student is reasonably competent it is good practice to redo the briefing to ensure the details are firmly embedded in his mind but this can be much less formal and is a good place for a brief question and answer session - again in a quiet place. Often the primary briefing is relatively poorly absorbed in that the manoeuvre is new and this backup will ensure anything not clearly understood is clarified. Neither briefing should take more time than required to cover the info needed.

On occasion you may be asked to fill in temporarily for the normal instructor and in that no formal notes are extant it can be difficult to determine just where the student stands with his training. This can be a good time and place to introduce a new manoeuvre with a fresh briefing. For example, some good straight forward sessions that can stand alone include unaccelerated stalls, forced landings and missed approaches. This will relieve you of the difficulty of inserting yourself into a sequence already started.

So that's it for the moment, try and make sure the student understands what he is about to undertake and so avoid unnecessary talking once in the air.

Cheers gentlemen

Nils - CFI South

Sad news, Brian Winch - RCM&E's wizard of oz engine guru and much-loved columnist passed away last Thursday. His monthly column, which ran for several decades, will be sorely missed and I know readers will join me in extending condolences to his family and friends around the world.

Advice has been received that ASP Engines has ceased production of i.c. engines. I suppose the popularity of electric propulsion has reduced demand.

As drone racing is now covered by MAAA it is time that the club investigates the requirements of this part of the hobby. It would be an ideal way to attract new members.

**President's Corner.**

Well, wind, wind, wind! Again, some good flying days in between the squalls and welcome rains for those that ventured to KF.

A demonstration of the club Defibrillator was carried out by St Johns on Wednesday 28<sup>th</sup> August to a small group from HMAC and four visitors from the Independent 4WD Club who are in the process of investing in a unit also.

The old and damaged Lipo batteries in the sandbox have been disposed of. These were discharged in a bucket of salted water before going to the tip. There is a lesson to be learned here. When digging them out, two of the batteries had burnt out to a cinder so do not hesitate to dispose of them if you consider them to be at all suspect. Going off in your car is not a good idea.

The pit yellow windsock is being replaced with a new permanent all weather one so that 'to and fro from the charge shed can be eliminated. The existing one shredded in the wind as the UV had rotted it out.

The main runway now has a white centreline to assist in the centralising of landings particularly for fast landing aircraft and jets.

Peter Ralph has been busy with the camera of late contributing numerous photos of new models for the Newsletters and website.

The Committee at the last meeting decided that the club investigate the holding and funding of a 'Come and Try Fly Day' around March next year in an effort to attract new members.

Come warmer weather we need to organise a DLG, Scale or Fun Fly day. It has been suggested around the gas heater that perhaps we have enough Rare Bears to have a race day also one day. Those that have these models may like to get their heads together and organise such a day. Probably along with DLG's may be worth considering.

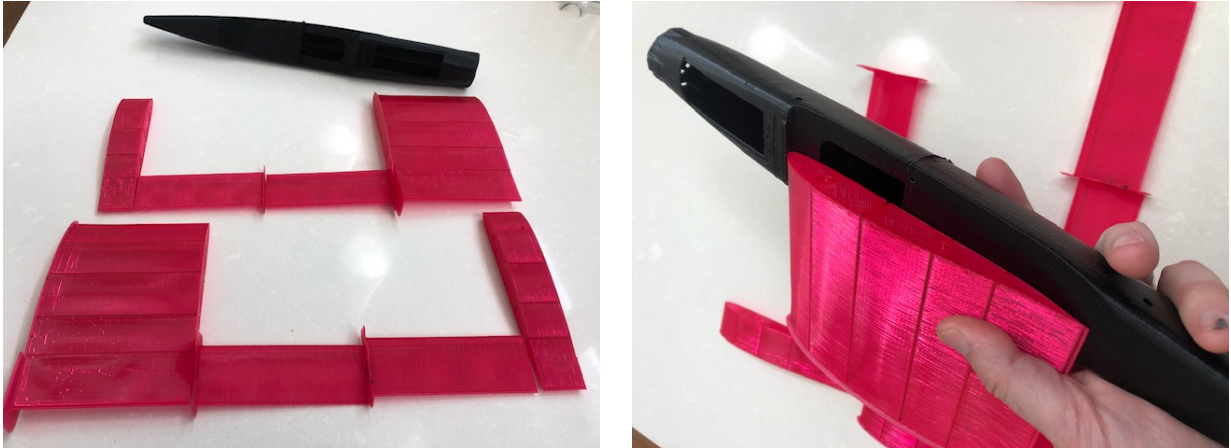
I have spoken to Ian Searle and at present he is travelling OK.

That's all folks. Happy and safe flying.

Barry Gerrard

## Jason's jottings.

I left off last time with some basic 3d printing principles and an example of Peter Ralphs Gyro-copter



part.

This time I have set my ambition level to 200% and decided to print a design I found on Thingiverse. The 'Red-mini-wing', a tailless 800mm wingspan RC plane, of about speed 400 size, (or modern speak Turnigy 2632 Brushless Motor 1000kv), two servos (HS-55 compatible), 30amp esc, 1000mah 3s lipo and a 9x6.5 Cam prop. 'Hmm' I thought 'I actually have all that stuff so this will be cheap fun!' so far it has been relatively cheap, however...

Above are all the printed parts so far (still with brim or 'sprue' attached). To come are the Fin, Hatch and wing Centre Panels, plus a few joining bits. All parts have been printed in PETG. Fuselage is 1mm thick and the wing skin is .5mm. See <https://www.thingiverse.com/thing:1117576> for full specs and details.

The printing of the Fuselage went relatively quickly and was easy to setup. The wing panels required a fair bit of fiddling with the Slicer software to get nice consistent results. This was because the wings are single wall thickness with no internal bracing except for the main and sub spars. Just read



into this that floppy molten plastic likes to be supported, so it was challenging to get nice layers without warps or holes. There may be 4 or 5 'test' panels... Someone asked if I did pilots. I did a jet

pilot as a test for an old F14 I have been building since 1996 but have not had time or inclination to go further with scale detail now. When my Typhoon and Val Dive Bomber are finally flyable, well, I do have plans!

More to come!



**Barry Gerrard's Avios Edge 330 LX – (Hobbyking) makes a perfect landing.**  
**Damian Blackwell's Flex Innovations Mamba 60E**



Damian Blackwell's Flex Innovations Mamba 60E



Philip Morell's scratch built de Havilland DH 34.



**Peter Ralph's Skybolt powered by Saito FA-120R3 radial.**