



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

President's Corner

Trying not to be repetitive, with the lockdown throughout the month still in force and no visits to KF from me and Phil Hubbard except for mowing, there is little to report.

When KF reopened on Monday May 18th I provided sanitising products for those that were to fly. I am advised that all are doing the right thing regarding hand sanitising and social distancing etc.

It would appear that the numbers allowed will be increased to 20 early June so that should make for easier attendance issues. At the moment there are only about 6 hard core flyers going each day. They are getting through the gas. I wonder why!

I can report that after the long drought through Summer/Autumn that made a mess of KF, the recent rains have allowed the grass to bounce back and all is looking good again.

There are quite a few of us remaining in lockdown for various personal reasons however we will get together again soon.

Happy and safe flying to those that can,

Barry Gerrard



Editors Notes

At first I thought I would only have a two page newsletter this month because of the shut down of Kelly Field. Then there was 'Opening Day' on May 18th (and I also sent out a plea for contributions from members). So now once again we have a bumper issue, thanks to Glen, Bob, Stuart, Keith and Peter. I was so thrilled with their help, as I'm sure you will be too. Hopefully it will inspire others to keep us up to date with their projects, purchases and activities.



It's so great to be able to get back at Kelly Field, and we do thank Barry and Phil for their continuous maintenance over the close down. They do a tremendous job for us all, and it's much appreciated. Chris told me the runway looks fabulous!

As I mentioned last issue Chris set himself an 'isolation project' and here it is. Looks wonderful - but he's not so sure it will fly - having set everything up he came to the crucial point of balancing and found that no amount of added weight would bring the plane to the correct balance point! So it looks like it will just be an ornament. The original plane built by Cato killed the pilot, so perhaps he should have heeded the warning!

Sue



One benefit of the CoVid19 restrictions was having a good period of free time. Chris enjoyed making his 'Isolation model'; a 1919 Cato Butterfly, made by LWF.

I suppose you like me have seen models being sold second hand and have been tempted to buy. I have been unable to resist some of these bargains and have been left with partially completed models with some or no information and no time to complete the projects.

During the nineties I acquired from other modellers three models in various stages of construction. After many years I have the time to do something about these dreams from the past. The first model I have tackled is a 1/6 scale Cessna 182.



Glenn Pearce

In the early nineties a friend and work mate decided that after all his and others best efforts he would not make it as an RC pilot. He thoroughly enjoyed building but as flying his creations resulted in disaster he moved onto RC boats. My friend had a talent for building and when I saw his Cessna 182 built to the stage of fit out I had to have it. It came with an OS 60FSR and a partially modified muffler to fit in the cowl. Unfortunately my flying skills and financial resources were lacking so the model was left unfinished. After surviving (questionable) 25 years and 4 trips with the removalist from one end of the state to the other I decided the time had come to either finish the model or get rid of it. You guessed it I couldn't part with it.

On closer inspection the years, storage and moves had sadly not been kind to my once pristine Cessna. The ply skin had dried and cracked and a number of dings had occurred though it was still structurally sound. My decision was to repair the damage, fit out the model and test fly it before restoring the paintwork. Fitting the servos was simple and achieved quickly. I then bench ran the OS 60. It ran beautifully. The fuel tank arrangement was strange being a rectangular box enclosure behind the engine. Searching for a tank to fit I could only find an oval tank that sort of fitted slightly on its side. On went the engine and then what to do about the muffler.

The cowl had been built with a cutout to fit the OS perfectly but no place for the muffler. My friend had cut the original muffler in half and built a wooden mould ready to build an adaptor to turn the muffler outlet 90 degrees. This type of metal work is well beyond my skill set so I set about searching the Internet for a commercial muffler to fit. As you will all know the critical dimension to fit a muffler is the distance between the bolt holes on the engine. After hours and hours of searching I discovered that most available mufflers will have every measurement except the bolt hole measurement. Still, I persisted and with continued searching I found a small number of mufflers that may do the job. (Now you know why my wife says I spend too much time on the computer) Some were cheaper, e.g. Hobbyking, and some were relatively expensive.



Unfortunately I needed the muffler “in the flesh” if you know what I mean to see if it will fit within the confines of my cowl so I am now the proud owner of 3 mufflers from around the world that fit. With a little modification to cowl and muffler and silver soldering (new skill) I achieved the fit I required. All good? No!

The model is 72 inch span all wood construction and a 60 or 90 size engine is recommended (I have got the instructions with this model). Testing the weight I realized the 90 engine was required for safe flying. That will teach me to curb my enthusiasm. At the same time as I was working on this project I started building another blast from the past a Precedent Bifly 40. I had planned to install a Leo 46 that I had but during the build I found a report from Precedent that stated that while the Bifly flew well with a 40 it was great with a 60 installed. Once again when near completion of this model it became obvious that a 60 would be ideal so the OS 60 from the Cessna would do. What now to put in the Cessna?

A year or so ago I expressed an interest in petrol engines. The learned members of our Club extolled the virtues of petrol over glow engines for larger engines and one of our members allowed me to purchase a new Evolution 15cc petrol engine that was surplus to his requirements. Thanks Peter. I did not have a project in mind at the time but bought it just in case. The Cessna would be a perfect fit for this motor.

The Evolution engine is constructed on similar lines to a glow engine and in fact the mounting holes were the same. Now to revisit the fuel tank situation. I was not happy with the oval off centre tank arrangement. I have a habit of acquiring bits and pieces on spec for “just in case” on future projects. One of these bits was a rectangular tank prefitted with all tubing and clunk for petrol but with 2 top mounted fittings. The tank fitted the hole fairly tightly but the top fittings didn't. Out with the trusty Dremel and the tank fitted. Problems solved? No, now the muffler problem popped up again. The supplied muffler was similar to a glow muffler only bigger and won't fit in the cowl.

As I mentioned earlier in one of my musing moments I found a Pitts style muffler to fit the Evolution in the USA and a “maybe” muffler at Hobbyking. I had in a moment of weakness acquired both. Both fitted with the muffler emerging from the cowl at different positions. The cut outs required in the cowl were different but not where I wanted it to be, at the bottom.

Evolution Engines are no more but in trawling one of their old sites I found a recommendation for a Bison muffler that would fit but how to source one. After several failed attempts to order one Out of Stock I found one in the UK at a good price. With a few mouse clicks I had it ordered. Now to wait for delivery to fit it. Unfortunately it arrived just as we were preparing to sell our house so into a box it went. Ten weeks on I finally had my new workshop set up so I put the Cessna on the workbench to attack the muffler issue. I am sure you can guess what came next, where was the new muffler? After a good hour of searching I found what looked like the muffler (I didn't keep a record of the muffler purchase and couldn't remember what it looked like). Off with the new (old) muffler and on with the latest version. Eureka, it fitted perfectly so after a very long and arduous build the Cessna was fitted with an engine and a muffler.

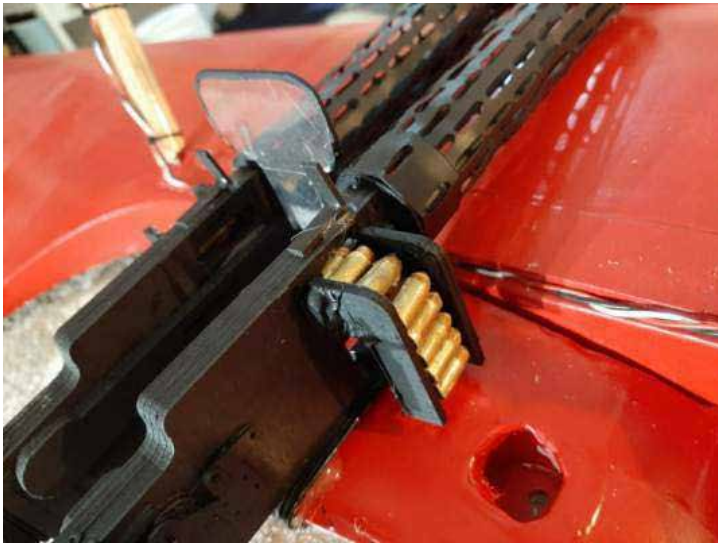
As I have no experience with petrol engines I will need the assistance of our more knowledgeable members to get the engine running and ready for a test flight. If the test flight is successful I will make good the cosmetics and the Cessna will finally be completed. WATCH THIS SPACE!!!!



News from Stuart Smith



This was passed on to me by 'The Man in Canberra' or ex-member Peter Ederle - 33% Fokker Tri Plane with a twin 2 stroke motor, 27x12 prop, all up weight 18 kilos.



Looking forward to seeing it fly Stuart. Ed.



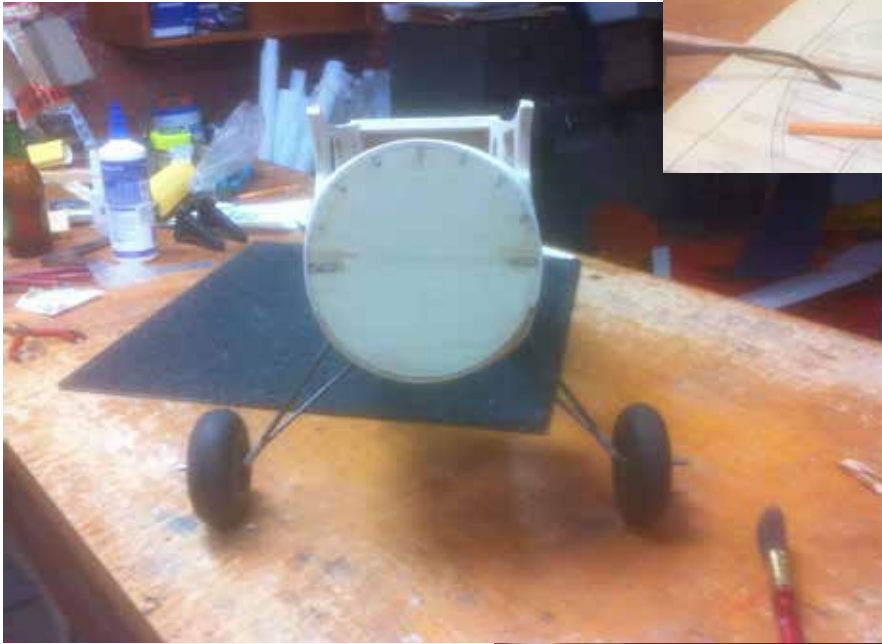
***Monday May 18th
Opening Day!***

***So nice to see all
the paraphenalia
return to Kelly Field!***

Waco.E.Cabin model



From Bob McCallister's desk



"It's nowhere near finished yet. Will probably take me another 4/5 months" says Bob.



1/3 scale Sopwith Pup

Keith Drew

I have finally made all the upgrades to my untried Sopwith Pup. It meant a complete change to the onboard radio systems and improvement to the fuelling and charging set up. I have also simplified the set up for the scale rigging. I have been able to reduce ballast by 300 grammes for an all up weight of 24.7 kg. After many hours it is finished. Now wait until it can have a heavy model inspection for it and my recommissioned Piper Cub.



Back to normal at Kelly Field

A perfect day greeted everyone for 'opening day' after isolation. Everything was quickly back to normal. It was enjoyable to catch up and have some great flying ... Thanks once again to Peter for the photos.



'My 2 planes in photos are the Eflite electric Spitfire Mk XIV 1200mm which is great to fly with all of its electronics, and when I am more than 2 mistakes high I can turn them off for whatever I am game to try. The other is also an Eflite, Piper Cherokee 1300mm, has all the same electronics as the Spitfire but a disappointing, complicated, flimsy and built in sealed nose wheel steering assembly. There's more time spent operating on that than flying it.' Bob Miller

Model with big tyres is a Tundra owned by Glenn Pearce.



Damian Blackwell's Flex Jet, redecorated with a new colour scheme.

***Damian Blackwell's
new small/medium
sized Ugly Stik. A nice
model to relax with
after flying jets.***



***Bob Miller's
Spitfire***



Bob Miller's Spitfire



**'A President T180
kit from 1997
powered by a Saito
80 twin cylinder
glow which I bought
in 1989, but never
got a chance to
use it for years'
Mike Hawkins**



**Damian
Blackwell's
Chance Vought
F4U Corsair**



**BAE Hawk in the
colours of the Royal
Saudi Air Force.
Damian Blackwell.**





*Piper Cub,
Riley Blackwell is
making excellent
progress learning
to fly with it.*



*Peter Gard's
Vision - EP*

**A selection
of pictures of
what Damian
Blackwell says is
his favourite
model: Flex CAP**





**Chris Venn's
Republic
P-47 Thunderbolt**

