



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn

During these last few weeks we have lost some of our members so we felt it appropriate to devote the newsletter to them. We feature tributes to Chris Rowe and Joseph Ortuso. Written by those who knew them well our tributes capture their personal qualities, in particular their passion and skill in aircraft modelling. *Ed.*

CHRIS ROWE

by **Peter Ralph**

with help from Garth Wilmot & Nils Powell

Chris's association with the club goes all the way back to the 1960s. In the mid sixties he arrived at Carrington (where we used to fly) with a single channel model. Not sure that we had actually formed a club then, and our group had only been recently introduced to radio control. Maybe too busy to continue or frustrated with the OS Pixie radios, Chris drifted away from the scene.



Chris Rowe at Kelly Field

Around 2005 Chris came to Kelly Field and introduced himself. He mentioned that he had flown radio controlled models in the early days of the hobby. Was at Scottsdale I believe and probably at the Launceston Model Aero Club situated at Symmonds Plains.

Off and on over the years Chris had flown a **Tomboy** model on his own property. He now wanted to get back into the hobby with the specific aim of building scale models.

As I was an instructor he was steered in my direction. Chris assured me he could fly, but could I check him out on the club trainer? Being only competent on the Tomboy/freeflight type models it was obvious straight away that the trainer was way beyond his abilities. A short time later he approached me and said that models had changed with time and he obviously needed tuition to fly the modern type of models. I agreed.

During his time on the club trainer Chris often flew his Tomboy and a similarly sized scale **Lockheed Vega** built by Ken deBomford in the late 1950s. As a schoolboy Chris was introduced to and taught the correct way to build model aircraft by master modeller Ken de Bomford. This was at Scottsdale where Ken was employed as a projectionist at the local picture theatre. That grounding was, undoubtedly, the reason why Chris was able to produce such magnificent models. which as we know were first class. Unfortunately the few pictures of the Lockheed Vega are lost. Ken never used radio gear so Chris must have added it after the Vega came into his possession.

Chris with his Tomboy, powered by a Mills .75cc diesel.



During the approximately six months of flying tuition Chris started building a relatively small scale model. It was a **Pottier P70 (Red)** see bottom of page. Chris built his with dihedral as opposed to the real aircraft which had none. It was not a pleasant model handling wise so he built another model, (white) with no wing dihedral as per the real one and it was a different plane. Beautiful to fly. I flew it for him.

At the same time, Chris was building a very accurate scale model of a **Druine Turbulent** - see right. This model flew very well but being on the small side as was the Pottier, it was only a fair weather model and neither models were suitable as everyday flying models. I suggested Chris build a general purpose model for everyday all weather use so he could in time, confidently fly the small scale models safely with minimal risk of damage.



Left: Red Pottier F-PYEF, & Turbulent.

Inset: Small size of Pottier and Turbulent, (behind) compared to the average medium sized scale model in front. Picture taken at Panshanger scale event in 2009.

He obtained a foam **Wild Wing** kit and had then built the best of several Wild Wings which were popular in the club at that time. Chris told me one day that he had notched up 95 flights with his Wing. Apparently he kept a log of all his flights.

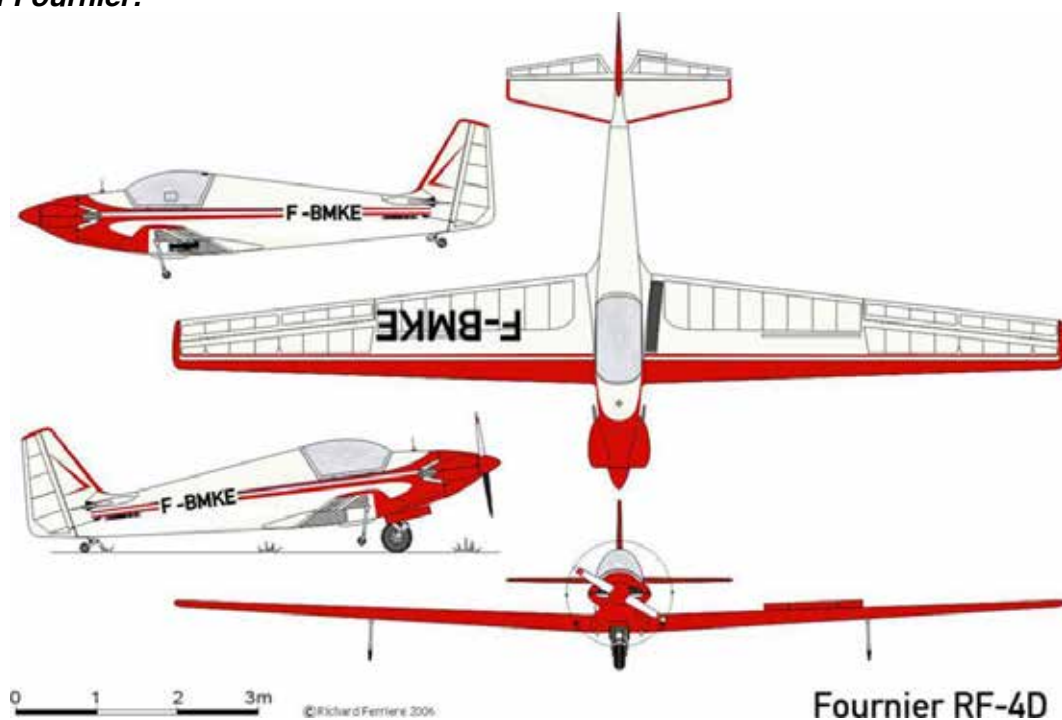


Chris also built a wooden version which was much refined compared to the original commercial version. Was very streamlined and was as fast on half throttle as the original flat out. - **right**



Because he had built up his flying skills with the wings flying his scale models was never a problem. His next build was a much larger Fournier RF4. This flew very well. (See photos in Chris's article from July 2017 HMAC newsletter, on page 4).

Drawing of Fournier:



Chris`s metal working skills were amazing. He built his own tanks, mufflers and sprung scale undercarriages for his scale models. I asked him what brand of lathe and milling set up he used such was the quality of his workmanship. The answer was, 'I do not own either. I basically use a hand file, vice and drill.'

Garth was obviously quite correct and not being disrespectful when he called Chris "Mr Perfection".

It's strange how memories get rekindled. *Ed*

'Reading the newsletter proofs I was reminded of the Fournier RF4 I built in 2013 from RCME plans. I remember that Chris came to me before he built his Fournier, and quizzed me as to how it flew. I wasn't terribly impressed with it, and discussed with him it's propensity to tip stall. He was not deterred and went ahead regardless, introducing a degree of washout into the wings. His was altogether a lovely plane.'

In Peter's article there is also a picture of his redesigned and refined, all balsa Wild Wing. Chris generously gave me the plans of his design which I am looking forward to making one day. If anyone would like a copy of these plans I would be happy to share them.'

Chris Venn



Fournier RF-4D

Article by Chris Rowe taken from July 2017 HMAC Newsletter

Hi Guys,

As noted previously, the Fournier has now been completed and test flown successfully. Somewhat to the surprise of all involved, the model has in fact proved a delight to fly, with no notable stability problems being immediately evident, as long as a reasonable flying speed is maintained. To my considerable relief, the retracting undercarriage has now survived eight take offs and landings without any damage. The effectiveness, or otherwise, of the spoilers has yet to be tested simply because the model has proved not particularly difficult to land with the spoilers retracted, and there remains a nagging concern that their deployment on finals might just slow it down enough to trigger a highly undesirable tip stall close to the ground.

Experiments in this regard will be conducted at a very safe height, once I have accumulated a bit more practice in flying the model! The full size aircraft is of course renowned for its low speed aerobatic performance and, with plenty of power available from the OS 3820 electric motor, it will in due course be interesting to see if the model has similar capabilities.

So what have I learned from the design, building and trimming of my Fournier, that might perhaps be useful to anyone else who is tempted to build their own scale model of this beautiful aircraft?

Firstly, although I made numerous structural changes to make my particular model as close as possible to an exact scale replica of the full size aircraft, it remains fundamentally the same in aerodynamic terms, as the semi/scale RCME Fournier design on which it is based. It is notable that the original designer of that model, went to considerable pains to research and reproduce in reduced scale, the lateral and longitudinal set of the full-size Fournier wings and tail assembly. Although the wing section has been slightly simplified with a flat rear underside, the wings are set at + 3.5 degrees of incidence relative to the longitudinal axis, and are twisted to create 3.5 degrees of washout at the tips, exactly the same as the full size aircraft. Again as in the full size aircraft, the tailplane in the model is set at +2.5 degrees of incidence to the longitudinal axis; a situation which is notably different to the general aero modelling practice of placing the tailplane parallel to the longitudinal axis.

As is the case with most of the plans now published for R/C models, the source RCME plan upon which the model was based made no provision for side thrust in the motor alignment. The Fournier is however unquestionably a motor glider somewhat notorious for its tendency to tip stall, and it seemed to me that everything possible should be done to minimise any requirement for unnecessary lateral trim changes in flight. Anyone who has a background in building free flight models knows full well that, if you want a model that can be trimmed to fly straight and level through variations in engine power and the transition to a glide, the only practical way to achieve it is to build in right thrust to balance the unavoidable effects of changes in engine torque. Accordingly, I modified the plans to provide 3 degrees of right thrust; a decision that has proven to be well and truly justified!

Finally, the source RCME plans indicated a desirable C/G position at 24% of the root wing chord but, in the associated model description, the designer recorded the fact that the prototype was difficult to get off the ground and had a tendency to nose over in landing. Given that the original model was designed for I/C power, and that the recommended C/G position would have been measured as is normal practice, with an empty fuel tank, it is perhaps not surprising that the prototype experienced the problems that were described. Electric models are clearly different to their I/C equivalent, in that there is simply no change in the position of the C/G during the flight due to fuel usage. In these circumstances I decided that a more rearward position should perhaps be tried. As it happened, on completing construction of the model I found, much to my delight, that when fitted with a single 2200mha battery it balanced on the main spar at 29% of root chord. This was just too much of a happy coincidence to be ignored - every conventionally configured model that I have previously built has been trimmed to balance on the main spar, so that is where the Fournier balanced when it took off for its maiden flight, and that is where it will stay!

Chris Rowe



More sad news as we go to print. *Ed.*

Wale Joseph Ortuso

HMAC - Gold Wings - Instructor rated



Joseph about to launch his wing into the elements. Note the finish compared to the disgusting mess most of us managed to call wings. That was Joseph!

Joseph passed away after a lengthy illness on Sept 24h.

He was a respected member of HMAC, thoroughly involved in Club life.

Emigrating from Italy as a young man, he retained the very best of his Latin heritage much to Australia's (and my) advantage and I remember him as a fine gentleman and great fun to be with, (especially visiting Italian restaurants in company with his wife Suzanne).

Joining HMAC upon retirement as a professional musician and lead Oboist with the Tasmania Symphony Orchestra, he began as a complete beginner progressing rapidly due to an inherent ability underlined by his success as a musician but, regrettably the horrible condition that finally ended his life gradually became apparent and he had to drop out of club activities.

Rest in peace Joseph. We have missed you.

Our sincere condolences to wife Suzanne and son Anthony

Nils

Hi Nils,

Having a sneak preview of the newsletter I had occasion to fondly remember Joseph and be thankful for his skill as a pilot.

I had dropped my transmitter and damaged one of the sticks - sent it away - but when I received it back it had a horrible habit of reversing one or more of the controls - in flight!

Joseph was test flying a new plane of mine, when the unthinkable happened and the controls reversed! It was a testament to his skill that he managed to land the plane without sustaining any damage.

I retired the transmitter! Thank you Joe ***Chris Venn***



For Sale

A collection of ex-Hobby Lobby Motors , ESC and electric retracts.

None of these items are from crashed models only spares from long ago models retired.



Turnigy Aerodrive 4240 620 KV outrunner complete with Turnigy Plush 60A ESC \$50.00

Turnigy Propdrive 42-48 650 KV outrunner complete with Turnigy Plush 60A ESC \$50.00

Turnigy Plush 60A ESC \$25.00

Turnigy Propdrive 3542 1000 KV outrunner \$25.00

Turnigy Aerodrive 4240 620 KV outrunner \$25.00

Turnigy B2835 2700 KV inrunner complete with Turnigy Plush 30A ESC \$30.00

Turnigy L2210-1400 KV Bell Motor \$20.00

Detrum BM 3720 Outrunner 600 KV \$20.00



A collection of electric retracts some with legs and wheels.

With legs and wheels a pair \$12.00

Without wheels 5.00 each

JR Servos

JR Nes-505 and Nes-511 and Nes-507, some with no plug, \$10.00 each

Contact Stuart on 0402751700 or stuartsmith@netspace.net.au



Charlie Connor (HMAC member) is seeking mentorship from any HMAC member, or a person known to them, on beekeeping and possibly supplying him with bees. Charlie has two hives set up to take bees this Spring and can be contacted on:

charles.connor@fsst.tas.gov.au or 0438 596 379.

