



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

Patron: Doug Chipman

email: csvenn@bigpond.com

December 2021

Editor – Sue Venn

President's Corner



Well a nice bunch of highs have been upon us recently and brought about some excellent sort-after flying conditions. This has very much helped the drying out of Kelly Field and enabled parking and flying activities to revert to normal. Flying boats have gone back to the shed.

As you know we have been in the process of negotiating our lease renewal with Clarence City Council. I can report that our submission was presented to Council last Monday 22nd and subject to no objections will be renewed for a further 10 years as from April 1st 2022. The intention to extend our lease will be advertised in December on the 1st and 4th for a period of 21 days. We wait with great expectations or find someone with a big back yard.

It has been a very productive month regarding new members. We have a new young member, Jamie who gained his Bronze Wings in an eye watering one session! I am tempted to hang up my neckstrap and watch from the sidelines. Also a new Senior member Matt has also joined our ranks and is doing some training. We wish both a long association with the club. (Must be the additional sunshine from daylight saving bringing on new members).

Ken Ward as some know has been undergoing treatment for a serious health issue. He is doing well and continuing to carry out the duties of HMAAC Secretary. He had relinquished the Secretarial position with the TMAA back to Tony Sheppard but has taken the role back due to Tony not being able to continue due to commitments.

There has so far been a lack of numbers to the Xmas Lunch, Spit Roast and BBQ. I encourage all to come on the day and make it as successful as it was last year. Please RSVP to Charlie this week if you can be there.

That's all folks,

Merry Xmas and a Covid safe New Year to you and your families.

Barry

Editor's Notes

We will certainly not forget this last November with its flooding rains and even snow here in Richmond!

It's amazing that another year is rushing to a close. I'm sure we are all looking forward to our Christmas Lunch this year. We have had so little time to really catch up with everyone, due to many circumstances ranging from covid stuff and quite a few health problems amongst our members, along with the closed borders and restrictions, although we are very grateful they have been so minor compared to other states.

However in many ways the limited opportunities to fly have meant a flurry of new models presenting themselves, which is always of great interest to us all.

Let's all look forward to a better year ahead, with more suitable flying weather than we've had in the later part of this year.

I can't finish the year without saying thanks once again to our great committee members and all the work they do to make everything run so smoothly at HMAC.

Sue

An unusual news item from Kelly Field -

From Peter Ralph, 'Recent rapid growth of many mushrooms a tasty and healthy bonus! We picked a few 2 weeks ago. Were a few more Tuesday last week but a combination of warm weather and heaps of rain made them increase in size rapidly by Friday (Nov 12th)'.

Garth said, 'We used to get a plentiful supply of mushrooms years ago'.



Amy with her delicious find on the runway at KF!



The HMAC Committee invites you to the



Hobart Model Aero Club Christmas Lunch

Date: 12th December 2021

Time: 12:00pm onwards

Where: Hobart Model Aero Club

Kelly Field, 142 Colebrook Road, Richmond

Cost: \$20 per person (children under 12 are free)

RSVP: Charlie Connor, before the 28th November

By email: charles.connor@fsst.tas.gov.au, or by text: 0438 596 379

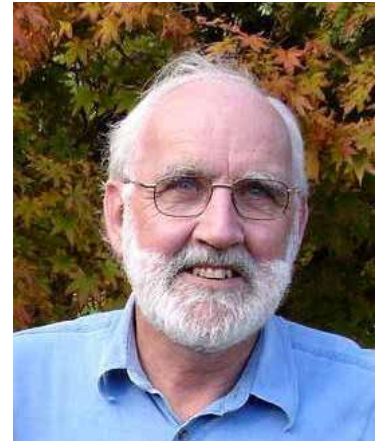
NOTE: We would appreciate volunteers to bring and share a salad or dessert

...and Swap Meet

As usual, there will be a swap meet prior to the lunch, starting at 10am in the shed. Bring your unwanted models and parts..... and some cash for buying other's unwanted models and parts!

A Winter Project

By Ian Searle



Sometime in 2020 I had occasion to visit Phil Hubbard at his home north of Richmond to find a few items of RC hardware that I needed to finish off a project. While I was there he rummaged around in his barn and pulled out three electric powered models that were no longer in use and gave them to me. Each model showed signs of having a hard life and needed some repairs to become airworthy again. They were a Piper Cub, which I used to own a few years back, with a crushed wing tip, a pusher-prop foamie that looks like a Bixler to which I have fitted an undercarriage, and a 2 metre 3 channel glider. Repairs are something I enjoy, not because I crash models frequently but because I like the challenge of repairing balsa/ply framed models and making them look like new again.

Phil's generosity came at a time of difficulty for me having been diagnosed with kidney cancer a year earlier. I didn't enjoy the winter cold and found it difficult to keep myself productively occupied. Chemotherapy sapped my energy and produced some unpleasant side effects.



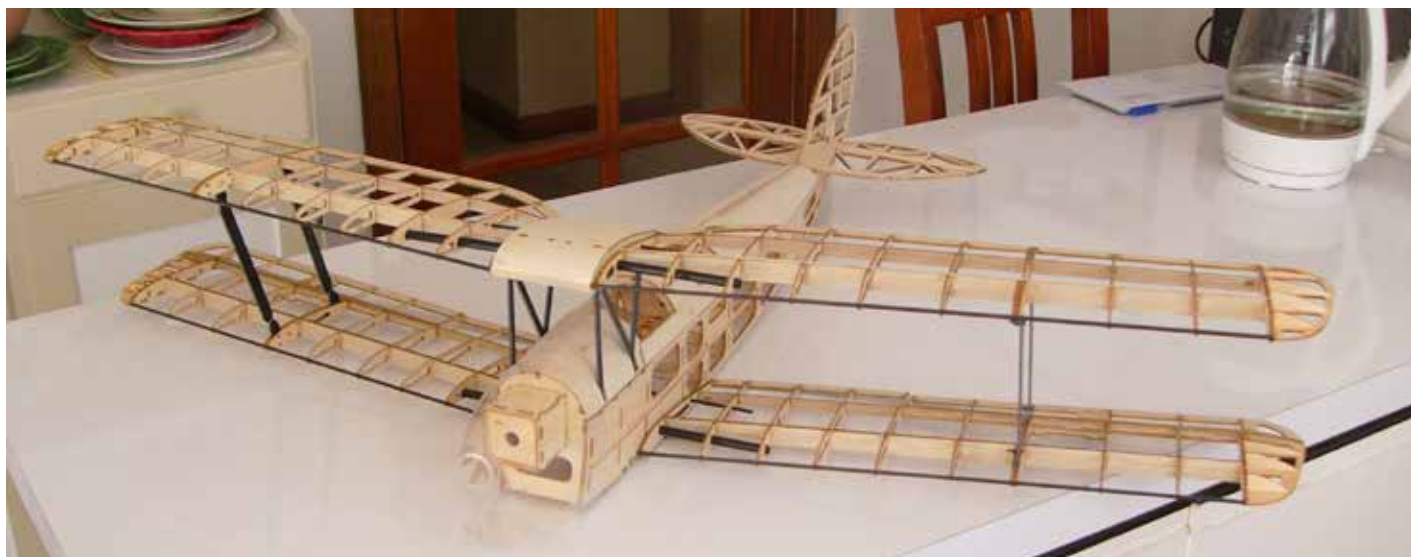
As it happened, I had purchased a 980 mm wingspan Tiger Moth kit from Hobbyking in September 2020 with the intention of building it in the winter of 2021. The Tiger Moth is a favourite of mine because I used to fly one towing gliders at Horsham in Western Victoria. The picture above is of me flying VH-WAL over the Wimmera River in July of 1971 just before moving to Tasmania.

The kit was well packaged and arrived undamaged. The plywood parts are made of very tough ply and though laser cut were difficult to separate from the ply sheets. Balsa parts were much easier to separate and fitted well with other parts as per plan. Actually, there was no plan as such, only a sheet with photos of the various stages of construction, although plan views of the wing construction were provided. No guidance was given on the proper glues to use. I ended up using CA, PVA, and Epoxy glues depending on application.

The kit was lacking in several areas. There was only one instrument panel, and it looked like no Tiger Moth instrument panel that I ever saw. It is also set too low with a large gap above to the fuselage upper deck. It has got to go! Furthermore, the kit provided no windscreens which all Tiger Moths have. I will have to make two of them to better authenticate the model.

As to the wings, Tigers had two riblets between each pair of main ribs forward of the spar to support the fabric covering. The model should have had at least one to prevent the vinyl covering causing a scalloping effect along the upper surface forward of the spar.

No pilot figures were supplied but a tail wheel was. Tiger Moths had a tail skid until some owners modified them by moving the undercarriage forward and fitting wheels with brakes and a tailwheel. When they did that they usually also fitted the engine with an electric starter, battery and a wind powered generator.



There were four major problems building the wings. The first was that while some ribs were made of plywood, the rest were of 2.0mm thick balsa and had the centre portion cut out fore and aft of the spar, which made them very weak in the vertical plane. It was all too easy to crush them with finger and thumb, the last thing you want to happen once the wing is covered. The solution was to bridge the gaps with balsa inserts to strengthen them leaving just enough space for the aileron servo wires to pass through.

The second problem was that the carbon fibre strut attachment points in the wings and cabane (fuel tank) did not fit the slots provided for them in a ply sandwich, being a fraction of a millimetre too thick. This problem was finally solved by a bit of artful butchery using a Dremel tool, a workshop item worth its weight in gold.

The third problem was that the limited instructions advised the purchase of four 9g servos to power the two ailerons, elevator and rudder, but such servos did not fit within the wing structure. It was necessary to buy slim-wing servos and attach them to a plywood panel inserted between the ribs.

The fourth problem had to do with how best to cover the wings, as there were very few balsa surfaces for the film to adhere to and almost none forward of the spar. The ply ribs were only 2.0mm thick and the wing leading edge was formed by a carbon fibre tube just 3.0mm in diameter. Vinyl film does not adhere well to plywood ribs or to thin carbon tubing.

The solution was to start at the underside of the trailing edge, seal it down well then pass the film around the trailing edge, across the upper surface of the wing, around the leading edge, under the wing structure and back to the trailing edge then seal it over the place where I started, i.e. the underside of the trailing edge. I had effectively bagged the wing including the wing tips with one piece of film sealed only at the trailing edge and the wing tip. The question now was, what would happen when the heat gun was applied? As it happened, it worked perfectly well. The film shrunk down tightly all around the wing after which I used the heat iron to seal down the film as best I could along the narrow spar.

Another problem of a different kind arose when the model was about 70% complete. I had an adverse reaction to Immuno-therapy that severely affected my eyesight. I still had not covered one wing, the fuselage and tail surfaces, a process which was made even more difficult by a mistake I made in attaching the ailerons, elevator and rudder before covering them with vinyl film. This makes it ten times harder to cover the flying surfaces properly. But with slow and patient determination and a bit of help from my wife I managed to cover the moving surfaces successfully.



Believe it or not, covering the four wings and fuselage took a whole roll of yellow film. All I have left are a few scraps that I have kept for patches that may be required at some future time.

Peter Lambert also provided me with a very effective solution in how to attach anchor points for the wing bracing wires to the balsa fuselage sides without risking having it tearing away if strained. It involves gluing a plastic tube (snake inner in this case) through the fuselage and screwing the eyelets into the tube ends so that tension is transmitted to the opposite fitting and not to the fuselage.

The model is now almost complete and looks a treat. I may never get to fly it but I know a few modellers who surely can.



Greetings from Peter Gard

Greetings everyone at HMAC,

Thought it was about time I let you know what we are up to.

The move and purchase of another house was not easy to say the least, but here we are back in the village of Yungaburra, not waterfront this time, but in a quiet Avenue, and just a short walk in either direction to the shops/pub and the lake.

Yungaburra is on par with Richmond, about the same size, rural and touristy. Main crops are sugar, avocados, lychees and potatoes, all red volcanic soil and very productive. Nearest town is Atherton, about the same size as Sorell, with Cairns just over an hour away.

Our new house is very comfortable, so I am inside in the air con as I write, as it's a corker today.



Peter in HMAC days - rugged up!



Gail is back at her old golf club, but I haven't joined a flying club, HMAC is a hard act to follow, maybe next year.

There are two clubs, one at Mareeba, and one at Cairns.



Also two slope sites, the one pictured is a crater, the other a hill also the result of volcanic activity, and has dynamic soaring capability.

I do get my fill of flying though, usually on the slope twice a week, and some electric down at the lake. I miss c/l, but again, probably next year. In the meantime, having a go at rubber powered free flight, and possibly rubber powered r/c.

As the photos show, I appear to have a “plethora of planes”, some of which are just other people’s cast offs. The two Migs are pss slope projects, the mig29 being quite light (but draggy) and has coupled le and te flaps which could be handy. The mig 17 is a lot heavier (both are stripped out), but as Damien will attest, is a good flier. Chris’ Vampire is now a lightweight, is my “go to” slope model, and has provided literally hours of flying fun on the slope.

I am also back enjoying my other passion of rowing, which is giving me back my health and fitness. I get to row usually five days a week, often twice a day. Although it’s usually still foggy at five thirty, I try and get home before eight and it’s starting to get a bit warm.



Some of Peter’s ‘plethora of planes’.



Have been known to leave plane in the car and have a couple of flights while it is still quiet.

Best wishes to all, hope to catch up over Christmas.

Peter



Stingers

Peter Ralph



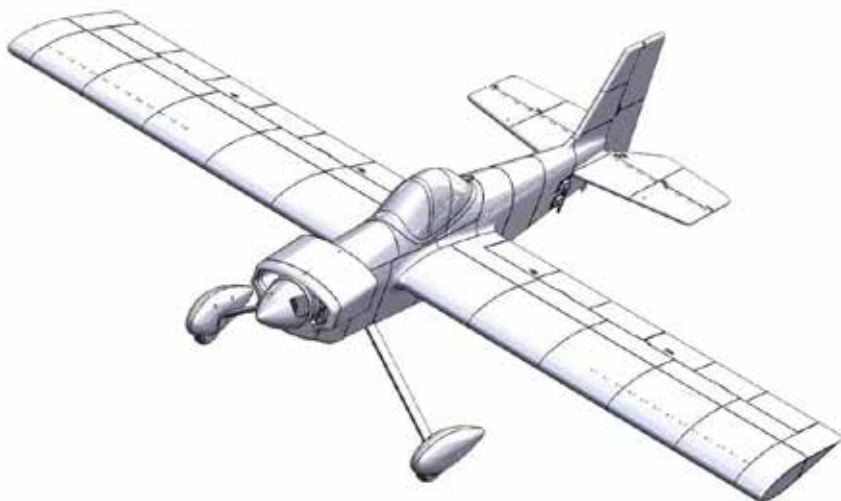
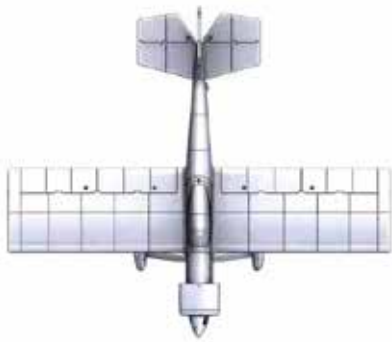
Recently Damian asked me about a model he was interested in which dated back around the late eighties or early nineties and was a kit called the Lanier Stinger.



Above - a Lanier Stinger

Seems the design is a very sound one and was available for .10, .40, and .120 engine sizes.

L- A drawing of the planned 3D printed model Damian is making.



R - Stinger II Only engines mentioned are ic two and four strokes. Well before electric power was on the scene.

Below: Various versions of the old Stinger:

LANIER RC
Quick Building, Easy Flyin', Sport Aerobatic Model

STINGER 10
(NOT AN R/C)
Super Flying Sport Model

- Built-up Fuselage with Die Cut Balsa Sides
- Vacuum Formed Fuselage Turbodock, Wing and Fuel Tank Cover
- Foam Wing with Partial Balsa Sheeting and Cap Stripping Required
- Full Symmetrical Airfoil
- Parts for Complete Built-up Tail Assembly
- Heavy Pre-formed Aluminum Landing Gear
- Plywood Wing Joiner
- ABS Corn and Wheel Parts
- Vacuum Formed Canopy
- Especially Designed for the Average Sport Pilot
- Spare Parts are Available
- No Hardware is Included
- Can be Flown at Smaller Flying Fields
- Die Cut Lite Plywood Parts and Bulkheads
- Designed Especially for Small Airplane Lovers

**FAST ASSEMBLY WITH MINIMUM PARTS
EASY TO FOLLOW PLANS & INSTRUCTIONS**

LANIER RC
 1000 N. ...
 ...
 ...

Designed by
Jerry Smith
 Associate Editor
 RC Modeler Magazine

SPECIFICATIONS	
Fuselage Length:	23"
Rec. Engine Size:	.09-.13 cubic in.
Flying Weight:	29 oz. to 38 oz.
Wing Span:	36"
Wing Area:	170 sq. in.
Radio Channels:	4
Cat. No.	Y2114

Spin Aerobics, Caudron, Farnham, Sea Flight, Chalkers

STINGER™ II

INSTRUCTION MANUAL



SPECIFICATIONS			
Wingspan:	43.5 in. (1105mm)	Length:	40 in. (1017mm)
Weight:	5 - 5.5 lb. (2270 - 2490 g)	Radio:	4-Channel with 5 standard servos and standard receiver
Wing Area:	596 sq. (31.8 dm²)	Engine:	46 - 85 cu in (7.5 - 14cc) 2-stroke 70 - 72 cu in (11.5 - 13cc) 4-stroke
Wing Loading:	20 - 22 oz/ft² (67 - 67 g/dm²)		

LANIER RC
By Great Planes

Champaign, Illinois
 (217) 396-8070, Ext. 5
airsupport@greatplanes.com

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 G.P. 1000-07-17



Photos from Kelly Field over the last month

Taken by Peter Ralph



'Amy posing with my new now completely sorted Seagull Ugly Stik. Power unit is an RCGF engine, which is a 21cc two stroke, twin cylinder, spark ignition unit, running on petrol.

As with all Stiks the model is very nice to fly. I must have owned at least six Stiks over fifty years. Most, I think, were sold or given away when I tired of them.

Will be keeping this one. Is a very good replacement for my last Ugly Stik of similar large size.

This model was powered by a Laser 100, 16cc glow four stroke single cylinder, and retired after about twelve years due to a fuel soaked fuselage.



My thanks go to Phil M. and Damian B. for their help with my latest effort.'



Two grandparents turned up and asked if they could picnic and watch. Turns out the girl aged six and the boy nine, (I think), were very interested in aircraft of all sorts. The boy was very knowledgeable about all things aeronautical. Although rather late in the morning the club trainer was quickly put to use.

Another lad then turned up with his father and is going to come back. Seems he has a foam park flyer and can fly, just.

Three possible members in one morning, (and all very young) must be a plus in favour for our club re the future.



White model is Bob McAllister's four stroke powered large Barnstormer. It is built with Bob's usual meticulous care.



Although built to plan it was hopeless in the air. Bob suspected a plan error and reduced the wing incidence by three degrees to mirror his smaller Barnstormer.

Success It flew perfectly. Bob was very pleased.

