No 107 2021

HALE HALL MODEL CLUB NEWSLETTER

February 2021

Welcome to the February Newsletter. We start this month with an article by our esteemed Treasurer Jon Wiggall on his awesome birthday present.

A Trip to Japan

A year ago PC (that's Pre-Covid) I was treated by my daughter, Charlotte to a 5 day trip to Japan. Charlotte works as an air hostess for British Airways and, as a staff perk, gets reduced staff travel. For a joint Christmas / Birthday gift I was presented on Christmas day 2019 with a ticket to Osaka for 5 days over my birthday – which is in mid-January. Charlotte was working on the flight and would look after Dad (which I have to say she excelled at – a Business Class seat each way!) and we had a few days break together in Osaka to experience Japan – a country I have always been fascinated with and has been on my "bucket list" for a while. "So what has all this got to do with Hale Hall Model Club?" I hear you ask. Well there is a connection!

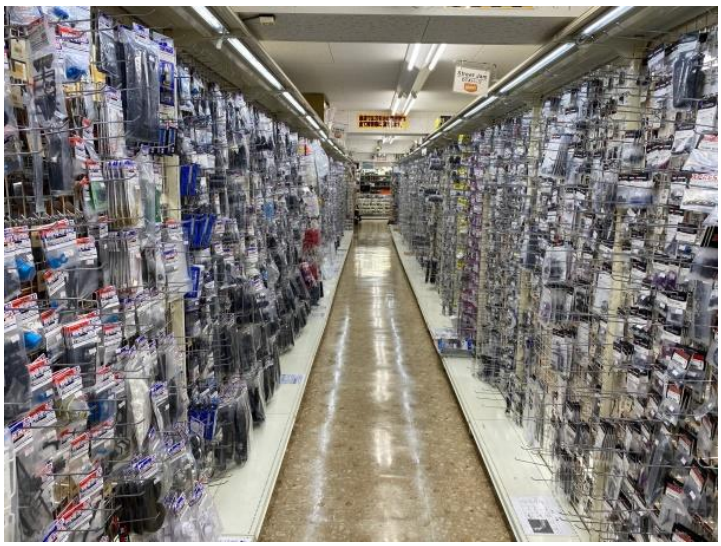
Many of you may know that I happen to have passion for 3 brands of model aircraft engines - Laser, PAW and O.S. Engines! Well, O.S. Engines headquarters is in Osaka and having travelled half way across the planet, finding myself literally only a few miles away, unlikely to ever visit again and much to my daughter's delight; I decided to go and find them!

The O.S. Engines manufacturing plant is actually quite a long way outside Osaka. That's the relocated facility that has a steam train railway track and car buggy track all built alongside the factory. However, the original factory is now the O.S. Engines headquarters and that is located closer to the centre of Osaka. It also happened to be on the way back from one of our day trip visits to a temple and so the detour was easier to justify to my daughter!

Now, unsurprisingly, very few Japanese speak or understand English! This makes communication a challenge but there is a secret weapon – Google translate! So, at O.S. Engines reception I explained we had travelled from England and just wanted to see where all my little engines actually came from! The Japanese were simply amazing – the receptionist called down an employee who had a better grasp of English (certainly far superior to my Japanese!) and he escorted us through the building to the O.S. Engine heritage room. He explained visitors were not normally allowed and it was not open to the public but it was basically a little O.S. museum! In the glass cabinets was an example of every engine O.S. had ever made and there were also examples of O.S. Radio Control equipment from a very long time ago and O.S. pulse Jet engines.

I have to say that O.S. Engines were extremely welcoming and friendly and even gave us a chauffeured limo back to the train station at the end of our visit! So, when the Covid pandemic is over, Japan has re-opened its borders to the U.K. and if you happen to find yourself in Osaka, Japan and are interested in O.S. Engine heritage, I can recommend a visit!

Finally, I also did some exploring of Osaka on my own whilst my daughter rested from working on the flight – remember it was a tough trip for me - I had been wined and dined and slept in Business Class! I found a local model shop in Osaka which was basically huge - I confess a few ¥ was spent in there, albeit on Japanese Tamiya RC cars!



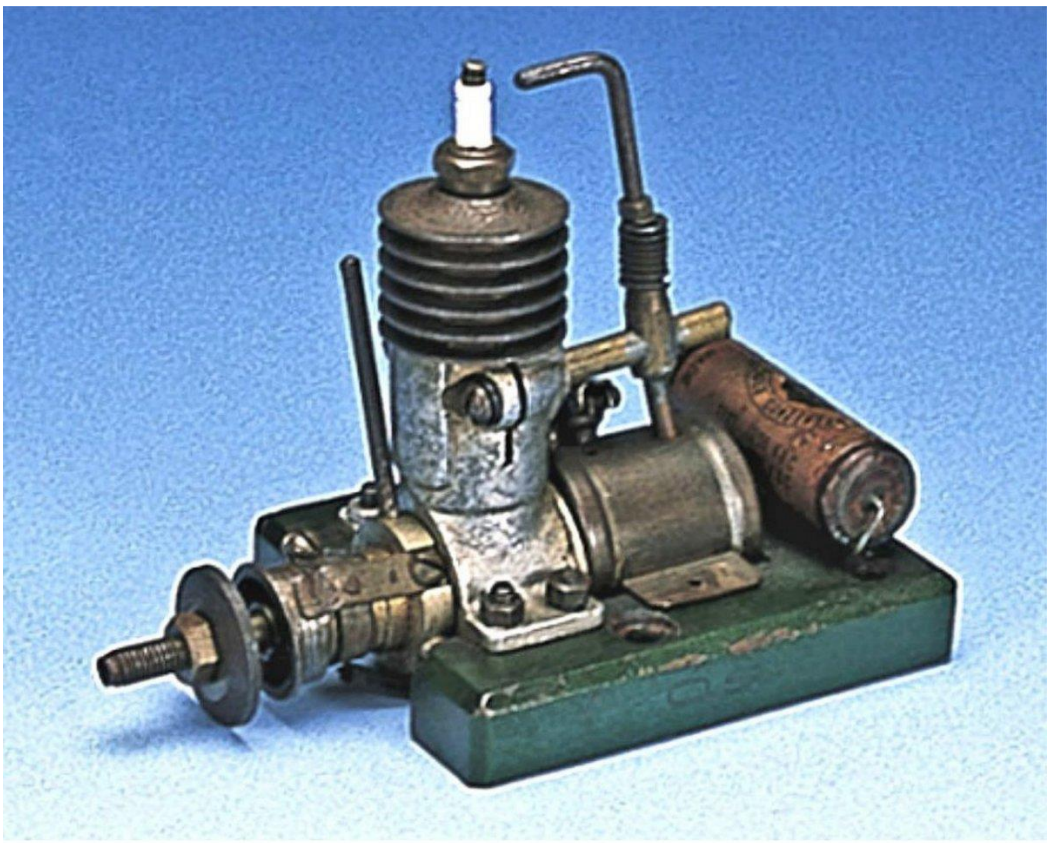
The trip to Osaka, Japan was absolutely amazing with a trip on the bullet train, exploring Japanese culture and temples and finding time to visit somewhere that perhaps is not on most people's tourist to-do lists! I simply can't thank my daughter enough for the trip and I do consider myself a very lucky Dad!

What is next on my Japanese bucket list? – it would have to be the Tamiya factory!

Well Jon it sounds like a fantastic trip. Turning left when you get on a plane is the only way to travel! You are indeed a very lucky man.

Did you know?

The founder of OS engines, Shigeo Ogawa, was interested in engineering from an early age. As a student project he built a model engine that won a special award at a student science fair. This started him on a career in model engine building, eventually forming the OS Engine Company. In 1936 he started production of model steam engines in a small workshop using a lathe purchased for 100 yen. Later that year he made his first internal combustion engine. It had a capacity of 1.6 cc (0.10 cu in.) with side-port induction and spark ignition and was initially installed in a model boat.



The very first O.S. model engine - 1936 O.S. Type 1

Ogawa-san's initial efforts drew sufficient attention both from his fellow Japanese modellers and from others that in 1937 he was encouraged to initiate the small-scale commercial production of the Type 1.

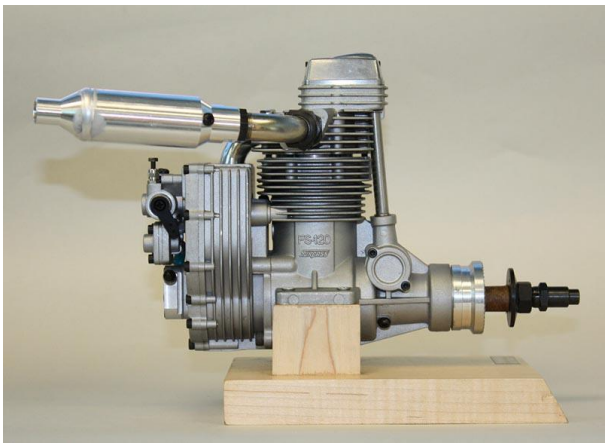
The company as we know it today, O.S. Engines MFG. Co., Ltd was established in 1941. The trade-name arises from the fact that in the Japanese language the family name is always placed before the personal name - hence, the letters O.S. are simply Shigeo Ogawa's initials placed in their Japanese order. OS eventually grew into one of the foremost model engine manufactures in the world and is still going strong today.

They have been responsible for many innovations over the years, many of which I remember drooling over, sadly unobtainable for a cash poor teenager! I had to be satisfied with an OS 35 which gave me many years of trouble free service installed in my Yamamoto trainer.

Here are a few key dates:

1954	Started producing radio control equipment.
1968	Developed the wankel engine.
1973	Developed the first glow engines with schnuerle scavenging system in Japan.
1976	Started production of four-stroke engines.
1990	Developed a super-charged four-stroke engine.
1993	Joined the Futaba Corporation.
1999	Developed Electronic Fuel Injection.

1968 - Wankel rotary



1990 – first supercharged four stroke

Gemini twin

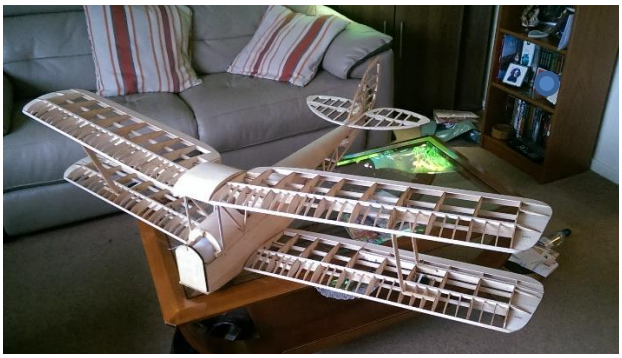
Sirius radial

Next up a contribution from John Murdy on his DH82a Tiger moth.

Tiger Moth - 6 Years in the making.

This saga begins at the LMA Cosford Model Airshow where I talked myself into buying a DB Sport and Scale DH82a Tiger Moth. The Tiger Moth is a traditional build 1/6 scale balsa and ply model, sporting a 58" wingspan designed for a .40 - .60 cu in 4 stroke engine.

The build began with some enthusiasm in the autumn of 2015 with the model progressing swiftly to a fairly complete structural build by early 2016. In fact, some of the older members may remember that at this stage of its build I brought the Tiger Moth to the 'Show and Tell' evening that year.



During this period, I decided that I wanted to make this model as scale as I could make it, so the following decisions were made;

1. *Ditch the pushrods and replace with the traditional pull/pull setup of the original aircraft.*
2. *Tailplane struts to be added.*
3. *Corrugated finish to the upper wing centre section (replicate the fuel tank)*
4. *Instrument panels for the cockpit.*
5. *Pilot bust in period guise*
6. *Replicate the colour scheme of an aircraft owned by Toni Clarke (T-6953)*
7. *Full rigging complete with interplane spacing tube*
8. *Clad the basic piano wire undercarriage to more replicate the various thickness of struts*

Little did I know that these decisions would lead to heartache, procrastination and a loss of enthusiasm for the aircraft. Over the next few years, I gradually managed to tick off the various tasks in the above list, however, this was all done sporadically and without great enthusiasm as trying to be authentic takes time/patience and I began to find any excuse not to progress the build.

In early 2019 when I had a disaster with my chosen paint scheme the aircraft was unceremoniously shoved up into the loft where it stayed until my retirement in 2020 and of course the all too well documented lockdown.

Fast forward to the autumn of 2020 with boredom taking hold I decided to bring the Tiger Moth down and determined to finish it. First, I had to remove the Oracover which was beyond recovery after the mess of a paint job and recover the airframe with new film. I then carried out some research

and tests on how to paint a red and white chequered pattern without paint bleed. The effort paid off with the airframe finished to an acceptable finish. Please don't look too hard!!!

The aircraft is now finished, balanced and ready for ground testing and its maiden flight, once we are released from lockdown.

Looks really good John. Some nice scale detail and I love the colour scheme it was worth the effort. Hopefully I can report on the first flight soon.

Did you know?

The De Havilland Aircraft Company DH82 Tiger Moth was one of the final iterations of the successful Moth family which began in 1925 with the DH60 Cirrus Moth.

Many key changes were made against earlier Moths, one of the major ones being improved access into the front cockpit, driven by the RAF requirement that the front seat occupant of training aircraft must be able to escape easily, particularly if wearing a parachute.

The prototype DH82 Tiger Moth E-6 (later G-ABRC) flew for the first time on 26th October 1931 at Stag Lane Aerodrome, Edgware, London, with the De Havilland Aircraft Company Chief Test Pilot Hubert Broad was at the controls.

Shortly after construction of 35 production aircraft began for the RAF. Additionally, two float-equipped seaplanes were also constructed. Intended from the outset for a primary training role, the DH82 Tiger Moth adopted the inverted Gipsy III engine.

The initial 35 dual-control aircraft order was quickly followed by another for a further 50, powered by the DH Gipsy Major 1 engine. These were known as DH82a or to the RAF 'Tiger Moth II'.

In February 1932, the DH Tiger Moth entered service at the RAF Central Flying School at RAF Upavon, Wiltshire although by the outbreak of World War II, these were also supplemented in RAF service by a large number of commandeered DH Tiger Moth civil aircraft. Details on the total number produced vary, but is probably more than 9,000.

Aircraft specifications:

Power Unit: One 130 hp de Havilland Gipsy Major

Wing Span: 29 ft 4 in (8.94 m)

All-up Weight (A.U.W): 1,825 lb (828 kg)

Max Speed: 104 mph (167 kph)

Ceiling: 14,000 ft (4,267 m)

Range: 300 miles (483 km)

Curiosity corner

So did you show your age and recognise the transmitter?

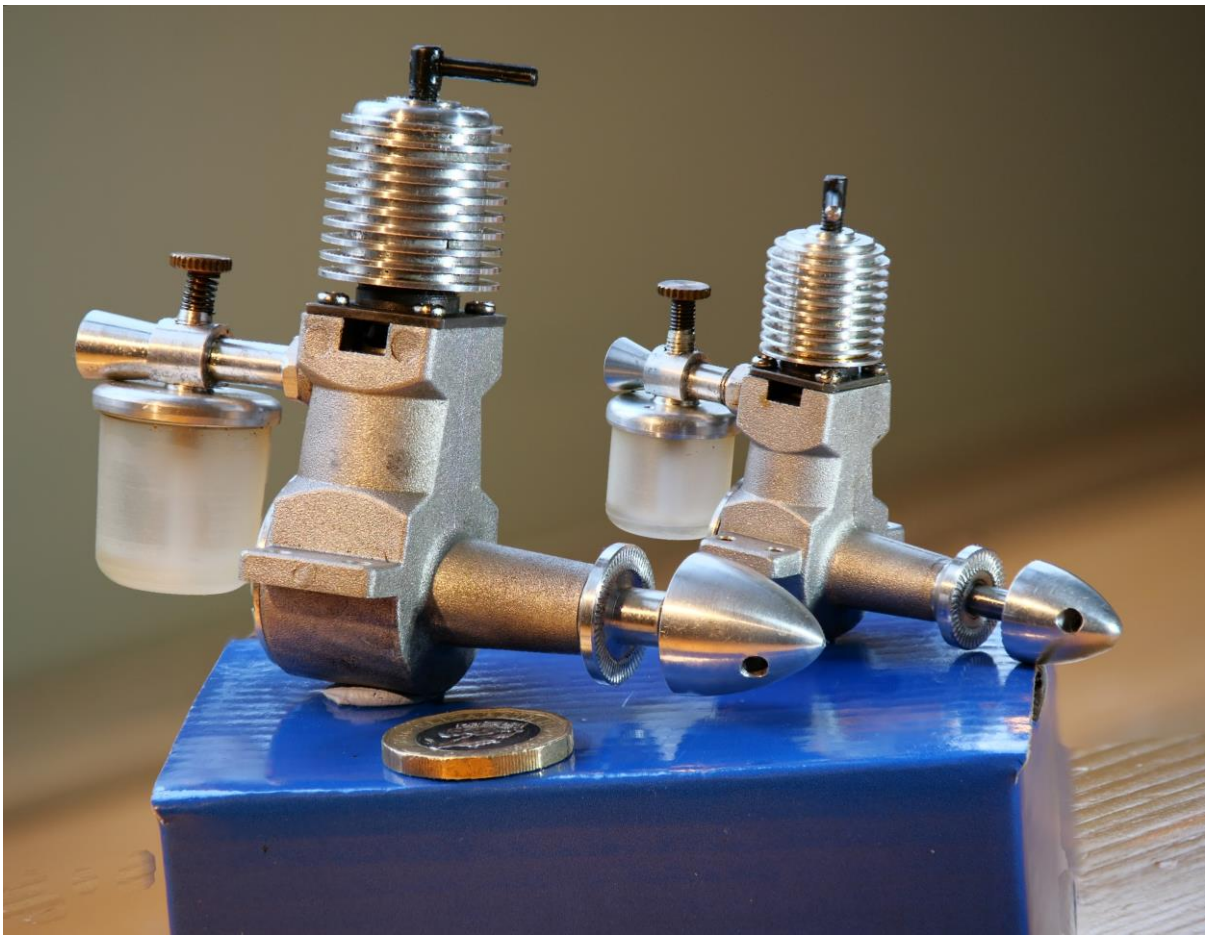
The facts:

Futaba FP-T6JN (usually known as the J series). It was purchased by my Father in the 1980's.

Rate switches

Servo reversing

It is interesting to see how much our radio technology has changed in the last 40 years. This model was a top of the range transmitter and came with servo reversing switches so you didn't have to worry if you had the correct rotation servos (remember the black and red Futaba version?) It also had rate switches with a pot to control the servo range and a mixer.



So to this month's challenge, can you identify the engine type, the term commonly used to describe them and the decade of manufacture? For the engine geeks among you, what capacity are they? Notice the pound coin for scale. Answers next time.

Website news.

After a little prodding I have eventually been given administrator access to our BMFA hosted website. Over the next few months I want to do some updates to the structure of the site, to ensure I create useful content I will be sending out a questionnaire to all members soon.

As I plan to produce some videos of first flights, Hale Hall events etc, I thought it would be good to have them available on the club Website. A trial upload failed miserably as the BMFA site has a 64 Mb file size limitation, only good enough for a minute or two of good quality video. So to get round the problem I have created a YouTube channel to host the videos which I can then link to the Website.

You can see my first production, 'Andy and Roger glider tow adventures', via the Video tab on our Website or directly on YouTube. The channel name is HaleHallMAC. Link here - YouTube link .

Link to our BMFA Website here - BMFA Hale Hall Website link

What's on.

BMFA webinars

Well we are still in lock down so no prospect of any flying in the near future. So if you are bored with building or surfing the internet how about something from the BMFA?

The BMFA has started a series webinars entitled 'in the air tonight' which are good way to stay entertained and informed during lockdown. You can sign up to take part in the live webinar where you can ask questions or watch a recorded version later.

You can find the link here:

https://itat.bmfa.uk/

I have watched a couple and they are very good. They cover a wide range of subjects: Aerobatics, Scale, Control line etc. Something to while away an hour or two, and maybe learn something!

The following events are from this month's RCM&E, who knows if they will actually happen, but we can hope!

- **May 22nd** Blackpool & Fylde Radio Controlled Model Society Flightfest. 10am – 5 pm at the Weeton field.
- **June 18th-20th** Weston Park Model Airshow.
- **June 26th** Blackpool & Fylde Radio Controlled Model Society Fly-in. 10am – 5 pm at the Weeton field.
- **July 3rd-4th** Cosford Large Model Airshow at RAF Cosford.

Parting shot.

So that is the end of another newsletter, I hope you found it interesting. Many thanks to everyone who has contributed.

For future newsletters I would like to include as many of your projects and especially first flights as possible. So please document the occasion with few photos or contact me and I will try and come down with my camera. I do have some ideas for future articles, but the success of the newsletter will only continue if you, the members, provide me with some copy. Anything aircraft related will be more than welcome, days out, trips, build logs, full size or something for the Curiosity Corner. Don't be shy; if you don't fancy writing a full article, just send me few notes and I will do the rest.

If you have any suggestions on subjects to be included in the Newsletter, drop me a line.

In these days of data protection we need to ask members if they have any objection to be included, either by name or photograph, in the Newsletter. If you do not wish to be in the Newsletter please let me know.

You can contact me at andy.holden56@btinternet.com

Stay safe and let's hope we all get our Covid jabs soon!