Luton & District Model Boat Club

… a model club ***not*** just for boats

NEWSLETTER

SPRING 2012

Notes from your Editor

The actual date of our 20th anniversary is in March, but we, your committee, thought the weather would be too inclement. How wrong could we be? As you must be well aware, we have had the most unusual end to the winter. Here's hoping that the monsoon does not arrive for the third Sunday in April!

Having said that, I for one hope that the water level in the lake is not too low, I'm getting to the stage where I need help in recovering my boat after a sail if the level is too far away from me and as for launching the harbour…!

The diary is full of other dates for this year, club nights, evening sailings have been planned and don't forget the Themed Sailing Days. Also we have many invites to away-days to keep us occupied.

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News from Wardown Park

Luton Borough Council have finally lost patience with those members of the public, not, as far as I know, Club members, who insist on driving past our hut and into the park and who can blame them?

As a result, large, heavy, removable bollards have been put into the path. Two will have to be removed in order for us to gain access to the lake. They are locked with the same lock and key as the gate on our enclosure. **PLEASE** replace the bollards after driving through to keep the public out.

Eventually the fencing will be extended to ensure no unauthorised vehicles can get down to the grass.

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Anniversary Open Day

IMPORTANT Can you please all use the car park after unloading your kit to leave the grass available for our guests.

We need models for the static display, also volunteers to man the stands. There will be a roster system, so duties can be shared and all will have time on the water.

And please do not forget to turn out and support the club on our special day.
Peter Carman has organised for some of you to erect the tents and then fill with the table but volunteers will be required to help with the break-down at 16.00hrs. Many Thanks in anticipation.

Dates for you Diary

April 19 - Night sail Wardown Park
April 22 - 20th Anniversary Open Day
May 10 - Club night TBA
May 13 - Open & Themed day
Wardown Park - tugs
May 20 - Stevenage Open Day
June 2/3 - Wicksteed Park Mayhem
June 9/10 - Alford
June 14 - Club night. History of the Club with pictures
June 21 - Night sail Wardown Park
July 13 - Club night Talk by Guy Bagley from Lego
July 15 - Open & Themed day
Wardown Park - working boats
July 29 - Stevenage RNLI Open Day
August 9 - Night sail Wardown Park
Sept 2 - Black Park
Sept 9 - Welwyn Garden City Open Day
Sept 13 - AGM
Sept 16 - Open & Themed day
Wardown Park - steam and sail
Sept 20 - Night sail Wardown Park
Sept 29/30 - St Albans show
Oct 11 - Inter Group Competition
Nov 9/10/11 - Warwick show
Dec 13 - Xmas get-together

It's a full year's diary, so there should be something for everyone…

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Alexandra Palace January 2012

Kay and I were all ready to travel up to help build the stand on the Thursday, but another funeral got in the way. Thanks very much to Tom C who took my boat to the Palace for me.

So, it was not until the Sunday that Kay and I managed to get to the show. Once I found out that there was a Snooker Tournament taking place at the same time, I became concerned that parking would be a problem. So, much to Kay's consternation I fixed the alarm clock to wake us early, it was after all, a Sunday. However, in the event, it made no difference, all car parks except the one at the bottom of the hill were full and we just managed to find a place in the last row deep inside. Parked up at last, but that was not the end of my problems, as I then had to admit that I had forgotten to load the boat-box undercarriage into the car. Kay immediately understood the implication of this, our return to the car would be with a heavy box that would have to be carried between us… to be continued…

The show was much the same as usual but I was pleased to see that the demonstrations were given more floor space. I've said it before and no doubt say it again, if these exhibitions just rely on the same stands showing the same models surely the public will become bored and stay away?
Well, Jo Public is not yet bored; I believe the ticket sales were well up.

Our stand was a simple affair compared to previous shows, with the emphasis on this show being model engineering, so, our boat-shaped stand was left at home this year. Even so, the layout design was very pleasing on the eye – well done chaps.
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We went to look at the R/C lorry road just as a very ambitious “Pickfords” Push-and-pull set-up was underway. In truth, it was a tad too large (long) for the track and demolished much of the scenery and on the corners, even moved the carpet that was the tarmac. Mind you, that does happen in real life, deep groves can be left in the tarmac by heavy lorries. Understandably, all other traffic (drivers) took cover while this monster was on the circuit.

Close by was the netting for the air-craft display. Needless to say it was difficult to get anywhere near, as it was so popular. Our patience here was eventually rewarded by a small gap in the crowd.

As we walked around, we stumbled upon Dave A and a nice gentleman named Ken Gould (name rang a bell…) they were chatting to a friend who had two goes at giving the duo a name. “Hansel and Gretel” was superseded almost immediately to a perfect “Hinge and Bracket”. Not sure if he is still regarded as a friend! My question was “which one was which”?

This year, by way of a change, I spent my hard earned cash purchasing a sanding attachment kit for my electric drill, the chap had a brilliant sales pitch and so I found a garden tool sharpener also in the bag. But, I did manage to stop myself from also having the complete kit, on “special offer for this show”! One day I may even use it! Our lovely weeping willow tree had recently come down across the garden and the chap we hired to remove its remains left me some of the trunk, to make a garden seat. As I showed an interest in wood-working (one of my fathers’ many hobbies) he returned more of my tree and

donated a wood lathe he no longer uses, to turn them into some sort of round things, yet to be decided…

… And so, after the show and the stand had been emptied of models, came the time to take the boat to the car, without its wheels….. I knew there was a new one way system in operation this year, so I had a reccy outside to see how it was working. It appeared to be working very well was the answer and the car was duly brought to the side door – no carrying down the hill. Phew, I managed to get out of that one!!

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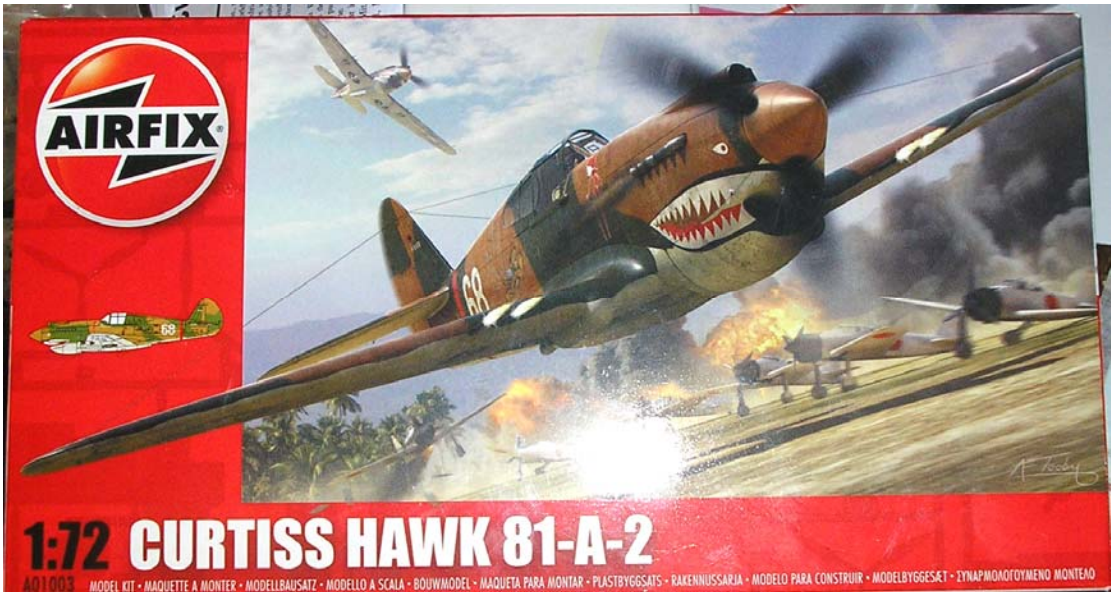
Airfix 1/72nd A8 'Kitty Hawk'

By Tony Martin



This is a complete new tooling of an old model that they first released in the 1960's. Gone are the raised panel lines and endless rows of rivets which had to be sanded off to give the correct impression of the aircraft.

These have been replaced with scribed panel lines and look very good. Also the cockpit has also been revised and now includes embossed detail on the inside of the fuselage, a good looking instrument panel with its own decal, a control column on a proper cockpit floor and even a nice bucket seat.

The undercarriage has been changed to give the option of gear up or down (gear up means you would need a stand which is sold separately, unlike in the old days when one would be supplied with the kit).
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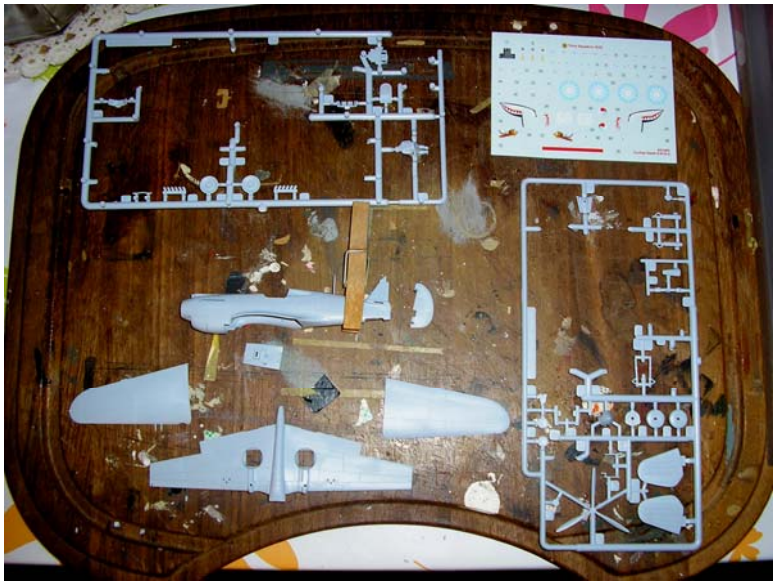


If you have the landing gear down you can see the nice detail in the wheel bays and the nicest thing of all is that the wheels are fitted to the legs by square pegs and the bottoms of the wheels are flat to stop the plane looking as if it is on tiptoes.

The interior was assembled first and painted with Humbrol 226 rather than the yellow stated on the instructions; this was because it was the colour used in the Airfix magazine which looked good. The fuselage and wings went together really well with very little filling being required. I do admit at this stage I decided to open up the canopy, this meant very carefully cutting the front screen from the sliding hood part.

This done I painted the frame and began on the main body of the aircraft. The underside was painted light grey (Humbrol no.28), after this the camouflage was marked out in pencil. I always paint light colours first then work to the darker ones last so the mid brown (119) was applied followed by the dark green (117).

Whilst the paint was drying I think how I should display the model, I decided on a simple scene so I took a piece of 1mm plastic card big enough for the plane to sit on and scribed a 30mm square pattern into one face.

This was going to be a concrete hard stand, I then gave it a good coat of grey primer, and once this was dry I mixed some raw umber oil paint and thinned it with lighter fluid so that when it was applied to the scribed lines it flows along them to give the effect of the edges of each slab. Any excess was wiped off and it looked pretty good.

Using lighter fluid to thin the oil paint is an old trick as it helps the paint to flow nicely but also evaporates quickly leaving just the colour and it does not attack the base paint. The scene still looked a little bit boring so I managed to find a 1/72nd Hasegawa Jeep kit, this was quickly assembled and painted in US dark green (66).

With the paint on the airframe now dry it was time to put the decals on, the set in the kit are for the famous Flying Tigers pursuit squadron 3aircraft no.68 flown by Flt Ldr Charles Older.

The decals are very good but I thought that the blue colour on the Chinese national markings were too light, I was given a set of darker colour ones by a friend who had some in his spares box. These and all the stencilling decals were mostly applied using Johnson's Klear floor polish to stop them from silvering. I have to admit I did use Revell decal softener to get the red band round the rear fuselage and the iconic shark's mouth on the front cowling.

The model was finally finished and only needed the canopy windows to be fixed in place. With this done it was time to sit back and admire the result! I would recommend this new series kit to any modeller as it has all you want to build a reasonable model without buying lots of after market bits and it was reasonably priced. So watch this space for more reviews.

Converting a 35/40 MHz radio to 2.4Ghz

Part one (of two)

By Tony Dalton

The recent article in MBM by Dave Brumstead on converting 35/40MHz Radio's to 2.4GHz gave me the idea for an article for the Club Magazine. The following describes how I modified my 40MHz Futaba Radio to accept the 2.4GHz modules together with the problems encountered and how I went about solving them.

My first port of call was to Giant Cod in order to purchase the Transmitter 'Hack' module and a matching receiver, like Dave I also purchased 'Fr Sky' items the total cost for both the Transmitter and the matching Receiver was £28.54 including the shipping costs. What do you get for your money? A plastic bag containing the Transmitter Module, 2.4GHz antenna and a double sided page full of instructions, the Receiver is packaged in a blister pack, no instructions.

The Futaba 40MHz transmitter to be modified is shown in **Photos 1** and **2**. The first action was to remove the self tapping screws securing the back and to remove it. This revealed the inner workings **Photo 3**. (The screws were stored in a safe place as they will be required for re-assembly).
Next disconnect the battery plug lead and remove the two retaining screws holding the Trainer PCB to the rear cover, remove the back cover, **Photo 4.** (These screws were also stored safely).

Photo 1 Futaba 40MHz Transmitter (front)

Photo 2 Futaba 40MHz Transmitter (rear)

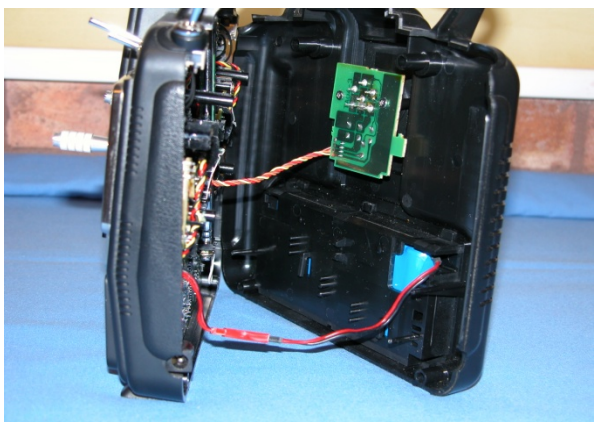


Photo 3 Back of case open to reveal the inside

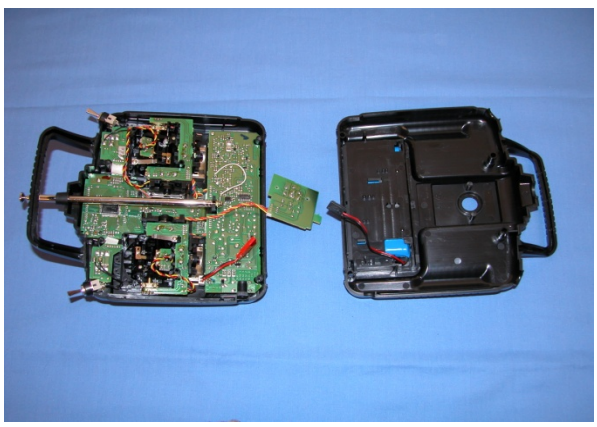


Photo 4 Trainer PCB & battery lead removed

I removed the battery and cover from the rear compartment **Photo 5**. On reviewing the inner workings of the radio there did not appear to be many places where the Bind PCB could be secured. I decided the best place was to fit it to the rear cover under the Trainer PCB, (just below the connector). In order to drill the holes for the retaining screws and Switch/LED as accurate as possibly I measured the PCB and drew a template see **Fig 1.** The small actual size template was cut out and attached to the back cover of the radio using double sided tape, see **Photo 6**. The holes where then centre punched and drilled using a 1.0mm pilot drill; they were then opened out to their correct sizes as indicated on the drawing in **Fig 1**. The drilled holes in the case back are shown in **Photo 7**.

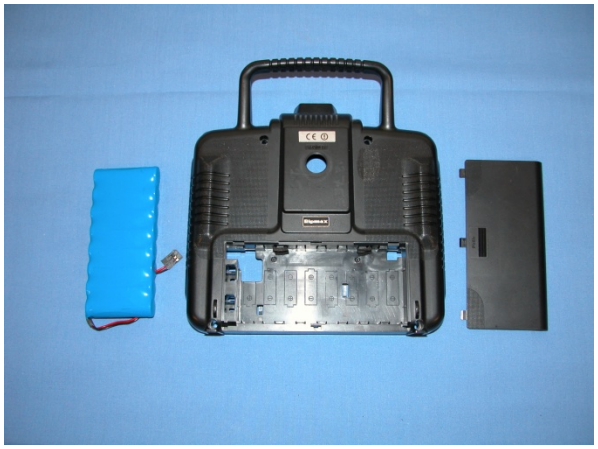


Photo 5 Cover and battery removed

Photo 6 Drilling template fixed into position

Photo 7 Holes drilled in back of case

The template was removed from the back and the holes lightly de-burred on both sides, The Binding PCB was then offered up to the drilled pattern of holes to ensure that the LED and switch fitted satisfactory. It should be noted that two small spacers will be required in order to space the PCB away from the back panel, these will need to be about 3.5mm thick with a 2.0mm clearance hole through the centre. I used two M2 X 15mm long screws with nuts to bolt the PCB into place. Verify that the push switch operates satisfactory and does not stick when pushed in. If this happens remove the PCB and increase the size of the hole using a small round file at the point where the switch was fouling the hole.

Re-assemble the PCB and verify that the fit is satisfactory and the switch operates correctly. Remove the PCB from the back panel.

The next stage was to fit the aerial and transmitter module. First unscrew and remove the old aerial and associated screw at its base. Unsolder the aerial wire from the 40MHz transmitter PCB and also remove the Crystal from the front of the radio.

Now look at the bush at the top of the case that supports the aerial **Photo 8**, when I placed the new aerial connector through this bush I found that it only protruded through about 2mm, this would not be enough to allow attachment of the new 2.4GHz aerial, therefore the bush needed to be reduced in size.

The moulding from the top of the radio required cutting down and gently filing flat (I used my Micro Mill to do the work) see the completed job in **Photo 9**.
With the moulding removed I placed the small gold connector through the aerial hole and lightly tightened the nut to ensure that there was sufficient thread protruding for the new aerial **Photo 10.**

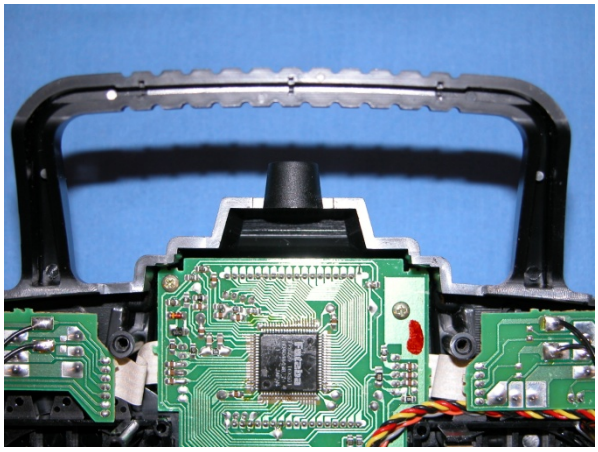


Photo 8 Aerial mounting bush

Photo 9 The cut down aerial bush

Photo 10 Aerial connector in position

I proposed to mount the new transmitter above the display PCB such that it would not be in direct contact and thus not cause any interference to the system PCB that lay below it. In order to achieve this I made a platform from 3mm Foam Board, see **Fig 2.** It would be mounted on the corners of the two control gimbals, the holes of which can be seen in **Photo 11.** These holes where carefully tapped M2.5 and the transmitter platform screwed into position using M2.5 x 6mm screws see **Photo 12.** The Transmitter was then attached to the platform using a small piece of double sided tape, the aerial cable was then carefully coiled up and held in position with masking tape **Photo 13.**

My next job was to attach the supply wires to the system. The RED wire was soldered to one end of the ON/OFF switch and the BLACK wire attached to the (-ve) earth input on the back of the PCB as shown in **Photo 14.**

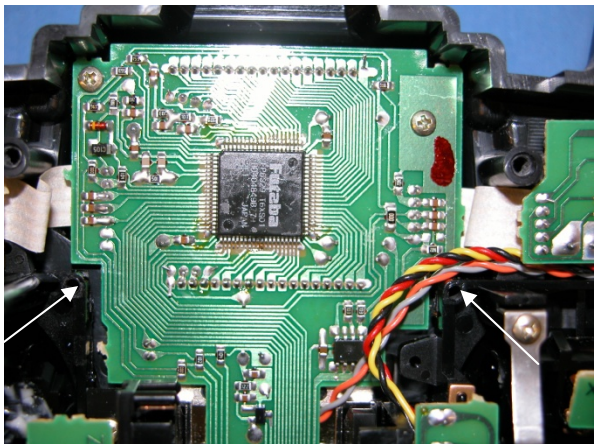


Photo 11 Holes for Transmitter mounting plate

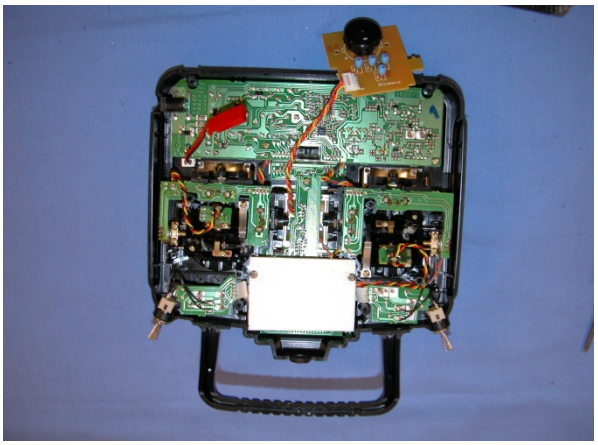


Photo 12 Transmitter platform in position

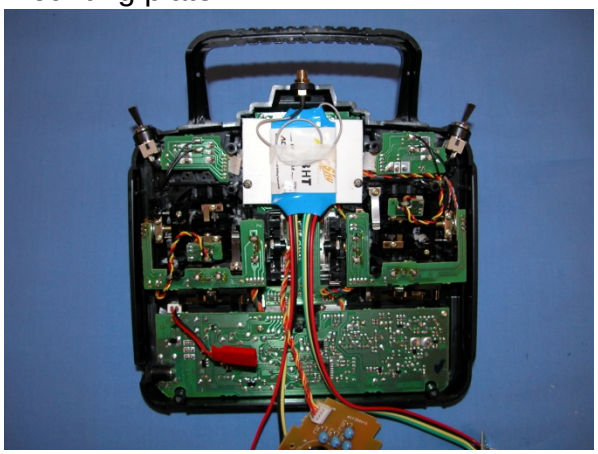


Photo 13 Transmitter fitted into position

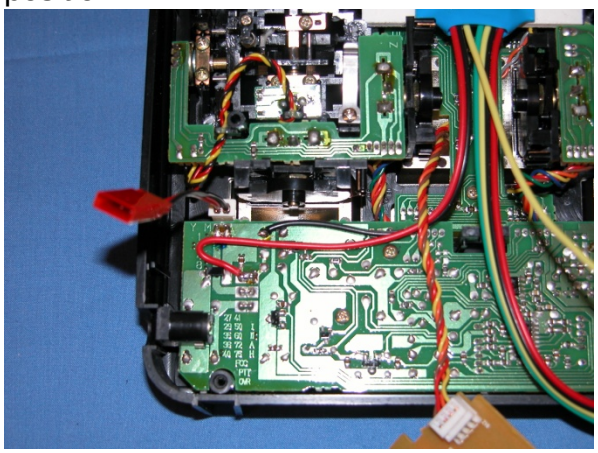


Photo 14 Attachment of supply wires

Fig 1 Drilling Template – all dimensions in millimetres

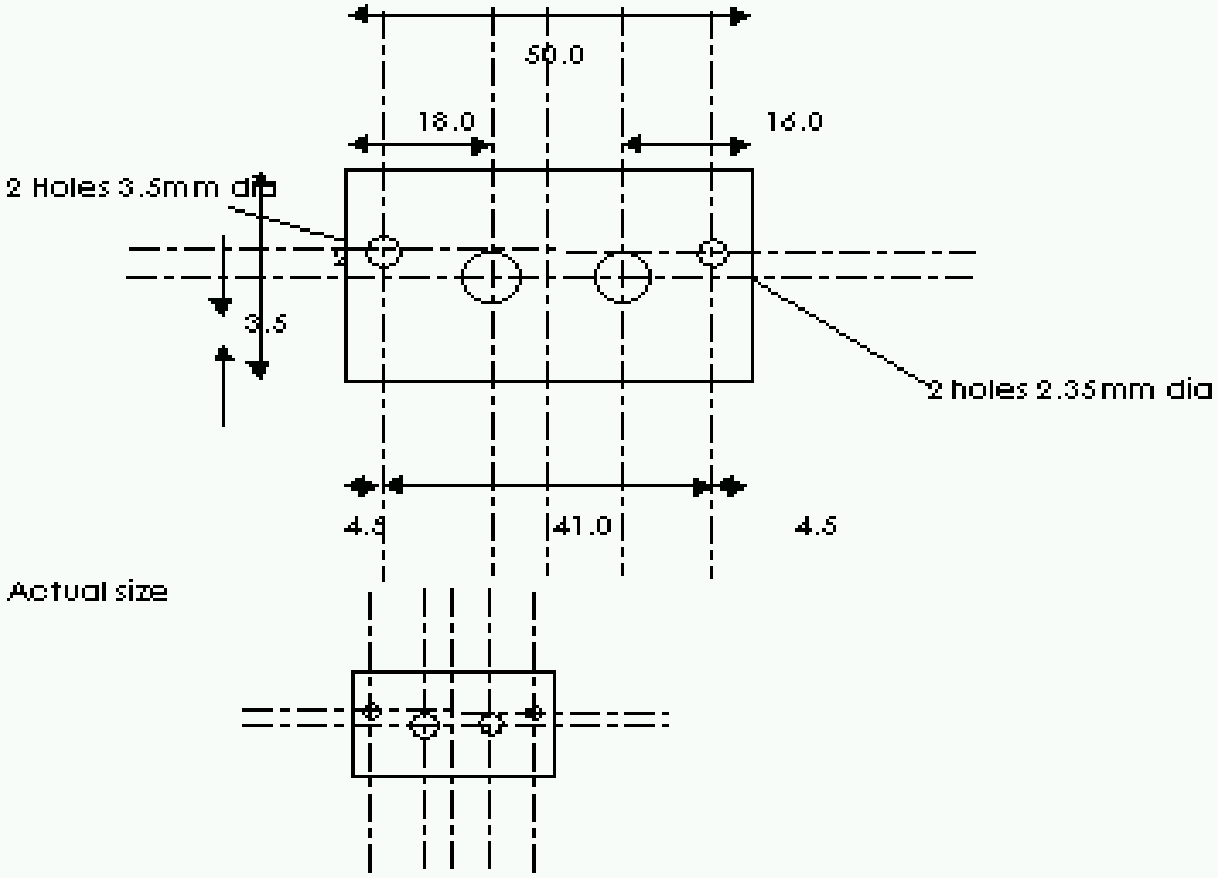
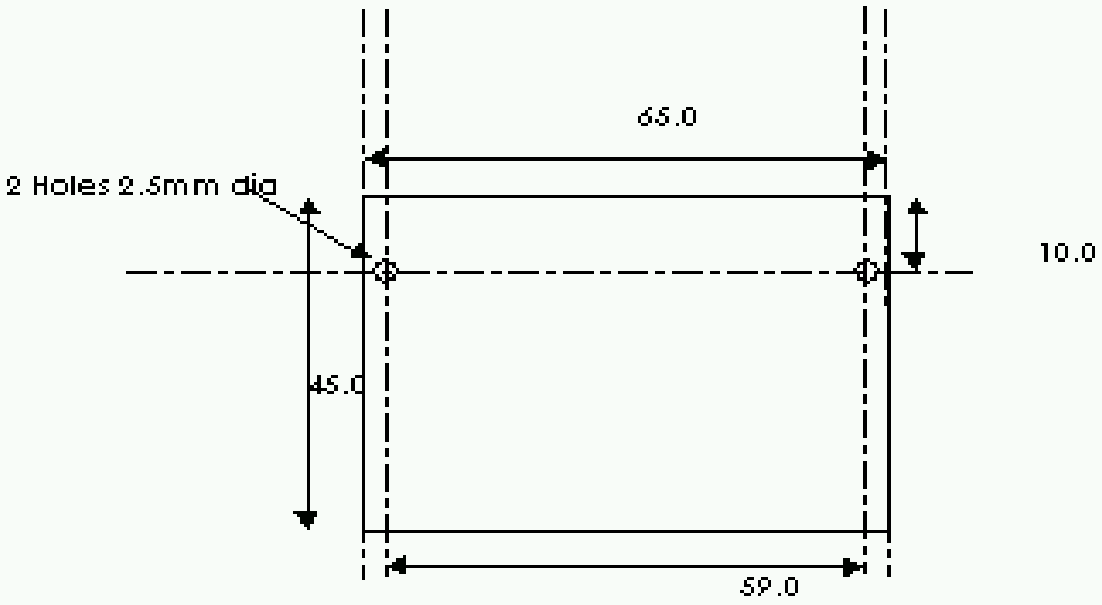


Fig 2 Transmitter Mounting Plate



Material: 2.5mm thick Foam Board

(The concluding part of Tony's article will be in the next edition)

END OF MAGAZINE