

Club Magazine



WINTER 2012

LUTON & DISTRICT MBC

A Club NOT Just For Boats

Editorial



Dear fellow club members, the committee in their wisdom, has asked me to become the new editor of our magazine and announced that at our Annual General Meeting last September. In taking over as editor, I invite you to join with me, in thanking John for his unstinting dedication to producing our club magazine for so many years. It's no easy task to gather copy and edit a regular magazine, in this, John succeeded in great style and with great enthusiasm, even when the printing side was a serious problem. In thanking John for his persistence, we must also deliver a huge thank-you to Kay for her help and support of John.

I hope having read this edition, you like the new style and content presentation? If not, then say so, otherwise I will continue in this vein. Unlike John, who could attend our events at the lake and our visits to other clubs, I cannot, living on the South Coast as I do. So I am dependant on you, the members to report these happenings along with some pics. I am assured the Committee will inform me of their decisions and requests so everybody will be kept up to date with all that is taking place.

To help in getting the copy, I have asked Pete Carman, Tony Dalton and Tony Martin to become cub reporters so you will have three points of first contact. All direct copy and comments should be sent by e-mail or letter to:

magazine@lutonmodelboat.co.uk

or

14 Elizabeth Crescent, Hordle, Lymington, Hampshire SO41 0HP

Having mentioned printing, as you may know, the club has purchased a printer for the primary purpose of producing our magazine. The way it works is, you send me copy, I edit that into a magazine and Tony Dalton prints and binds into copies, he also burns discs and distributes to members. All very simple but, to make a decent edition we need your input.

Chris Jackson has suggested a **FOR SALE & WANTED** column. I will include such a feature as and when I receive requests. With each item of interest, would you limit the description to 50 words and only one photo in Jpeg format if appropriate. I will see how this works out and adjust if problems arise.

Any financial arrangements between seller and buyer, must be purely personal, as the club can take no responsibility for any mistakes or misrepresentations however made.

Ken Gould.
Editor.

Tony Martin has a new member in the family



Tony has been tapping into his piggy bank and bought this model Graupner; part built German 26Metre Class Rescue Boat *Adolph Bermpohl* from John Weedon. He tells me it needs a little work on the hull and superstructure. The kit includes the propshafts and couplings, rudders and fittings kit, the winch gear was also included in the deal. Tony has already built the Daughter Boat *Vege sack*. Has he considered motorizing the lifeboat, so it can launch and deploy on rescue missions. If he puts his

best build hat on, we might just see the pair on the lake in the spring, of which year, I hear you ask?

Editor



Thought this might be of interest when you are in depths of that difficult bit of your model and the “lady of the house” calls you !!!!!!!



NINE WORDS WOMEN USE

(1) Fine: This is the word women use to end an argument when they are right and you need to shut up.

(2) Five Minutes: If she is getting dressed, this means half an hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.

(3) Nothing: This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with nothing usually end in fine.

(4) Go Ahead: This is a dare, not permission. Don't Do It!

(5) Loud Sigh: This is actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to # 3 for the meaning of nothing.)

(6) That's Okay: This is one of the most dangerous statements a woman can make to a man. That's okay means, she wants to think long and hard before deciding how and when you will pay for your mistake.

(7) Thanks: A woman is thanking you, do not question, or faint. Just say you're welcome. (I want to add in a clause here - This is true, unless she says 'Thanks a lot' - that is PURE sarcasm and she is not thanking you at all. DO NOT say 'you're welcome' that will bring on a 'whatever').

(8) Whatever: Is a woman's way of saying F-- YOU!

(9) Don't worry about it, I'll do it: Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing herself. This will later result in a man asking 'What's wrong?' For the woman's response refer to # 3.

Should you have chosen to ignore any of the nine and are now doing your own laundry and cooking, I would advise therapy.

Re-build of a Lifeboat



Back in approximately 2008, George Izzard acquired 2 lifeboats; a 'Solent' Class and a 'Waveney'. Both thought to be Aerokits and not in brilliant condition. After some time, George, was persuaded by a club member to do a swap for a tug kit (which he has yet to build). The lifeboats were put in a tumble down barn until June of 2012, when George was contacted to see if he wanted the kits back as the keeper was moving away from this area. George collected said boats;

which were now in an even worse condition; with various parts removed or missing, also, the Waveney has 3" of water in it from a leaking roof. As George already had a 'Solent', he had brought from Graham Crisp, Pete Carman decided to take on the task of a refit, which is going on at the time of writing. I was asked if I would like the 'Waveney' and took up the challenge.



First job

clean up the hull, this was laid upside down and immediately water ran out, this was



after George had thought he had drained it. The reason being, a battery platform had been installed with a void beneath. Holes were cut in the platform and then left to dry out. Meanwhile, any remaining fittings were removed for refurbishment and all underside and deck paintwork rubbed down. After all paint was removed, 7 coats of sealant were applied, followed by 3 coats of red emulsion and 2 of satin varnish. The dark blue and grey deck was Humbrol and all

brush painted.

Attention then turned to the deckhouses; which were in a sorry state. At this stage and after some research I decided to work on it; as the Yarmouth & Gorleston boat 'Khami' 44-003, as along with the first 7 'Waveney' Class boats, they had white superstructure in their early days. After sanding down and repainting with Dulux Satin White, they were reglazed and black frames made up. A new mast was constructed and various fittings acquired. Decals for hull and name boards were obtained and applied – looking good!

For the technically minded

after consultation, I decided to install 700 and twin ESC's and a battery of 12volts. I was lacking one rudder, but a Good Samaritan by the name of Derrick Thompson,



made another to match the existing.

Testing Time

ballast was taken to the lakeside and along with the 12-volt battery weighing in at 5lb, another 9lb of church roof was added. After switching on the ESC's off we went, upon opening the throttles a clicking noise was heard, and the boat was brought in, loose - couplings. With this sorted, off we went again, so far so good.

Full size boat history

The 'Waveney' Class were derived from a U.S. Coast Guard Cutter of 1964. They were assessed over a 3 year period and In



1966, the first British built boat was constructed in Lowestoft by Brook Marine, followed by another 5 between 1974/5. 8 vessels were built by Groves & Gutteridge on the Isle of White. Bideford Shipyard built 3 and Fairy Marine also built 3, construction of the class finishing in 1982. The first boat was built at a cost of £33,000 in 1966, the last cost £319,940. The 'Khami' was paid for by Mr Mrs T.G. Bedwell, and named after a settlement when they once lived in Rhodesia.

The 'Khami' was stationed at Great Yarmouth & Gorleston between 1967 and 1980, afterwards as a relief boat until 1997. She was sold in 1999, to the Royal Volunteer Coastal Patrol, Australia (Botany Bay Division). Repainted with a white hull and renamed, P&O Nedlloyd Shatheden. The last record of her service was in December 2010.

Chris Jackson



Both full size types entering harbour after exercise.

Are there more members boats with a story to tell and are they ready for this treatment?

Help is available to ready your article, just give me a call.

Editor.



Captain G corner

Ahoy shipmates; Captain G here,

This is just a little article, which will appear each quarter, to let you know of any major things that are happening or changes in our club.

First, I would like to thank you all, for not committing mutiny and keeping me, your loyal captain (a rum all round for the men).

There be' a new year on the horizon, so lets all hope for better weather and to seeing a few more of us sailing next year. In addition, at club away days, it would be nice to see a few more new faces and not just the same old ones that have to put up with me. Contrary to what I have overheard, they are not only for the committee, but also for everyone. So bring yourself and your friends as all are welcome.

This be' Captain G; saying, have a great Christmas and a happy New Year; plus good sailing to you all.

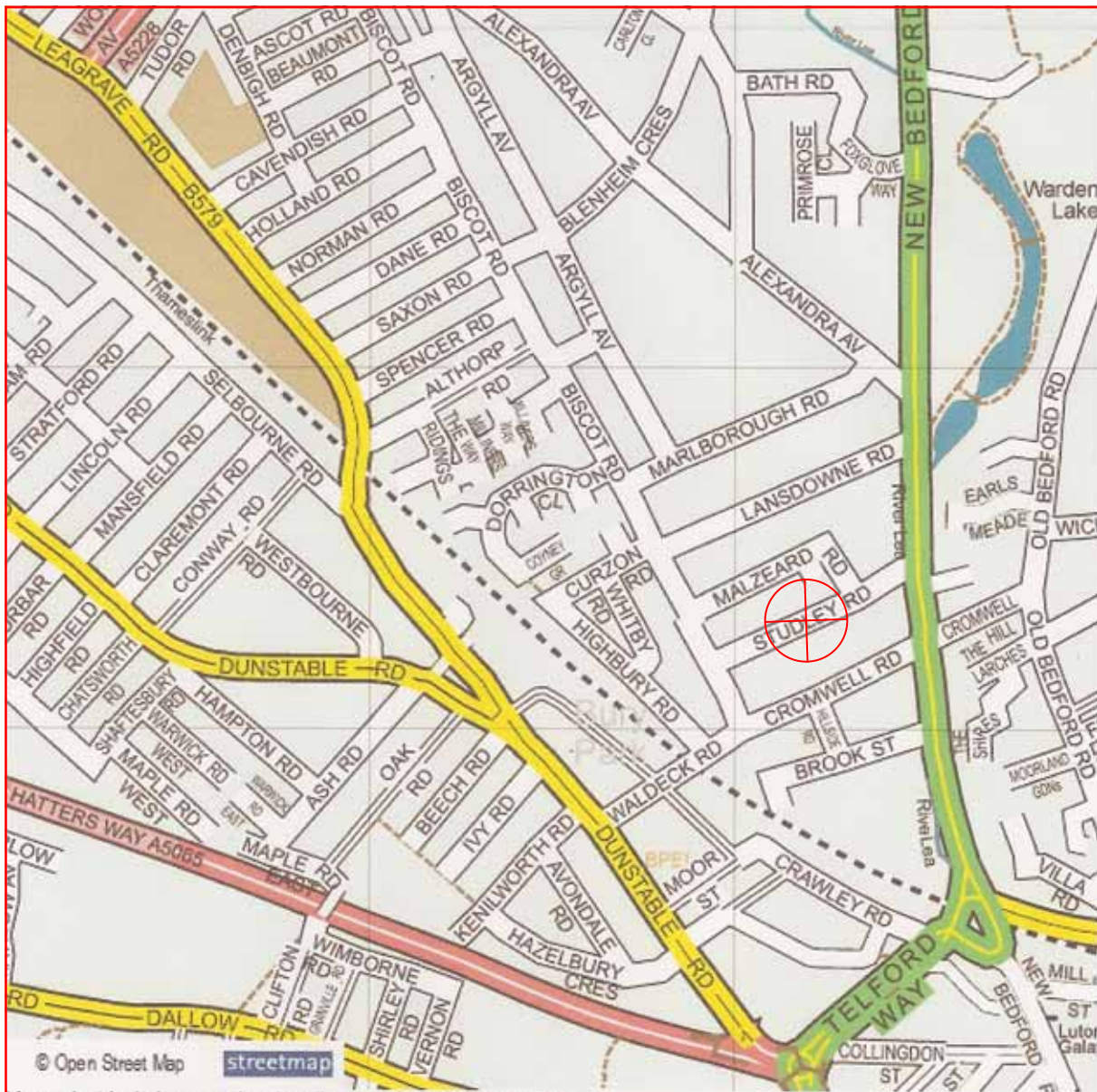


The New Monthly Club Meeting Venue

After Christmas, the club will be moving its venue for the monthly meetings to the Fire Station in Studley Road Luton. The first meeting will be held there on Thursday 10th January 2013. If you intend to go to this meeting, please arrive at 7-30pm promptly in order to sort out the car parking; so that we do not interfere with the operation of the Fire Station.

WARNING!!!!

There is NO ON THE ROAD PARKING permitted in **STUDLEY ROAD**



Building a 1/48th Scale RC Challenger Tank



About two years ago, Peter Carmen suggested that I convert a remote controlled 1/48th scale plastic kit into a radio controlled version so that it could be driven up the ramp and onto his 1/48th scale Landing Craft. Guess what, I accepted the challenge. The kit suggested was a Challenger Tank by Academy, it comes complete with twin motors and associated gearbox contained in one assembly (**photo 1**). What I needed to do was to discard the cable control unit and replace it with a radio and two ESC's to control the motors, plus a battery of course.

First I created a sketch of the chassis and motor/gearbox to give me an idea of what room I would have to house the RC parts within the Tank Chassis. From this drawing I calculated that I could just fit in two Mtronics 10amp ESCs. As I had one of these available I set about constructing a test bed to find out how much current the motors would take. This proved to be quite low at only about 250mA for each motor (**Photo 2**), thus a 4.7 volt 600mAh battery pack could last over one hour.



Photo 1 The Kit



Photo 2 Bench Test Bed

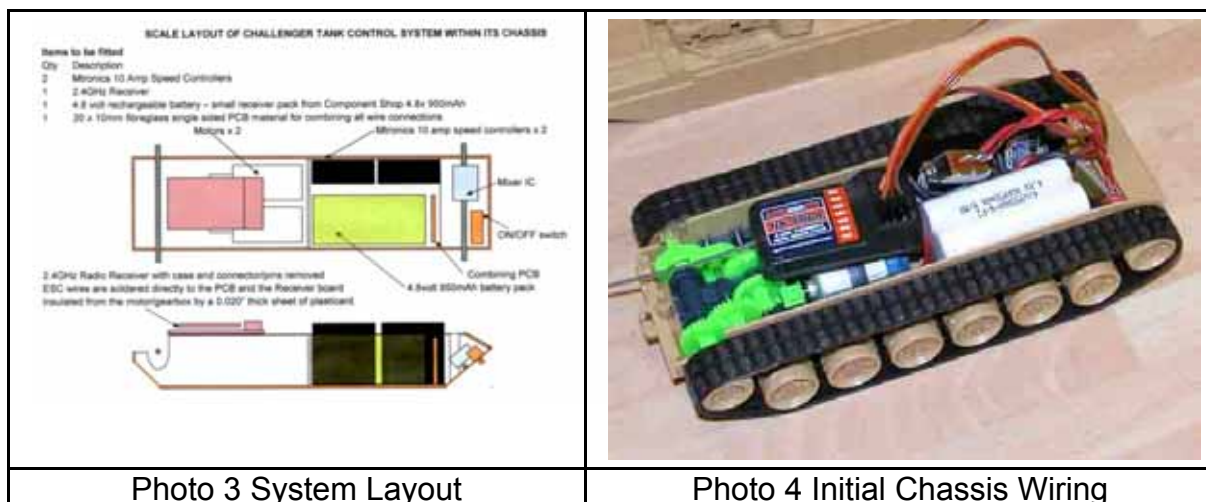
Searching the internet I found a 950mAh AAA battery pack that would just fit within the space available. The only space left for the 2.4GHz receiver was on top of the gearbox and to achieve this it would necessary to remove the receiver casing and connector (all connections to the receiver would be soldered directly to the board). The bare receiver board would be insulated from the gearbox by using a thin sheet of plasticard. The sketch was turned into a scale drawing just to verify that the planned method of construction would be feasible (**Photo 3**).

Construction of the kit is very easy as no glue is required, all the parts being push fit. The first job is to fit the wheels together as they are made in two halves, this

done they were then mounted onto the moulded axle stubs which are part of the chassis. A single axle was inserted into the front end of the tank, the drive wheels being attached either side.

Next it was time to install and wire the two Mtronics ESC's. First I cut off the small black switches, leaving just a short lead on the ESC, the ends were then stripped and the pairs solder together then insulated with a short piece of sleeving, the result of doing this will mean that the ESCs will become functional as soon as power is applied to them. The motor output leads were cut to length and soldered to the tabs on each of the motors. A small piece of copper clad board (Printed Board material) was used for combining all the power leads, cutting a shallow slot into the copper produced two small tracks to which all the 4.7 volt power wiring was connected. I used one of the discarded switches as an On-Off switch and the complete assembly inserted into the tank chassis and clipped into position. The rear drive wheels were then fitted to the gearbox axle and the rubber tracks placed in position over all the wheels. **Photo 4** shows the initial set-up with the receiver (prior to modification) seated on top of the tank. The operation of the Tank was then tested and found to perform satisfactory.

Next a slot and two holes were cut in the front end of the chassis to accommodate



the On/Off switch which was then fitted. The receiver was stripped of its case and the output connector removed, then the output connectors were removed from the two ESC and the wires soldered directly into the receiver board, ensuring that I selected the correct channels. The 4.7 volts output from the battery was connected to the receiver via the switch and a charging lead added. The assembly was tested again with no apparent problems **Photo 5**. The receiver via the switch and a charging lead added. The assembly was tested again with no apparent problems **Photo 5**. The body had a small cut-out machined into the turret bulge in order to allow access to the charging lead. The Turret was then assembled to it and both offered up to the Chassis which I am pleased to say fitted without any problems; however the push fit method of fitting was unsatisfactory, this was modified by replacing the sockets with brass bushes tapped 12BA and using two 12BA screws to secure the body to the chassis.

At the St Albans Model Engineering Exhibition last year (2011) Pete and I spent a little time one afternoon trying to drive the Tank up the ramp of the landing craft. This to our astonishment proved to be quite difficult. As soon as one attempted to drive the tank up the ramp the tank slewed to one side (it appeared that the ramp was not completely level at the approach and initially only one of the rubber tracks

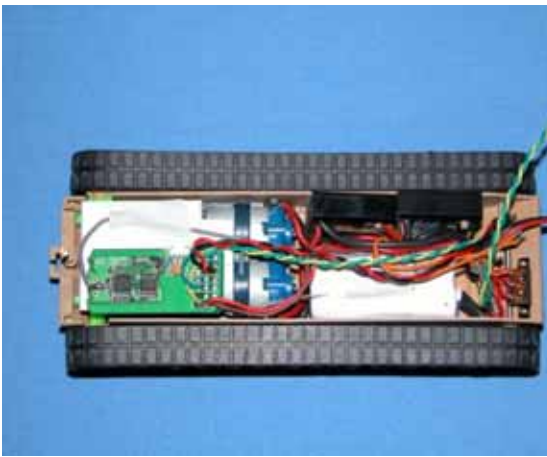
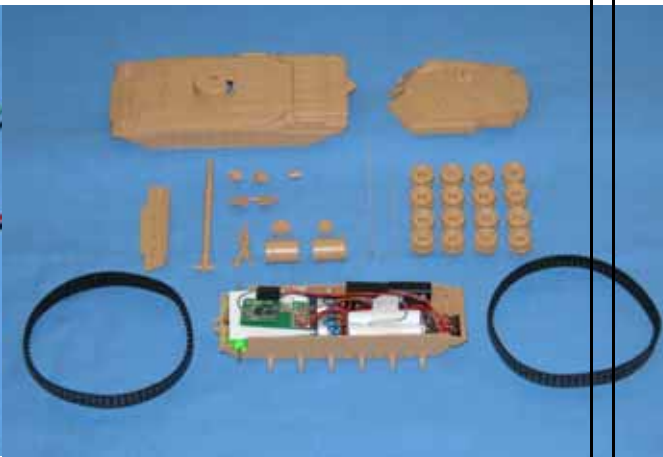

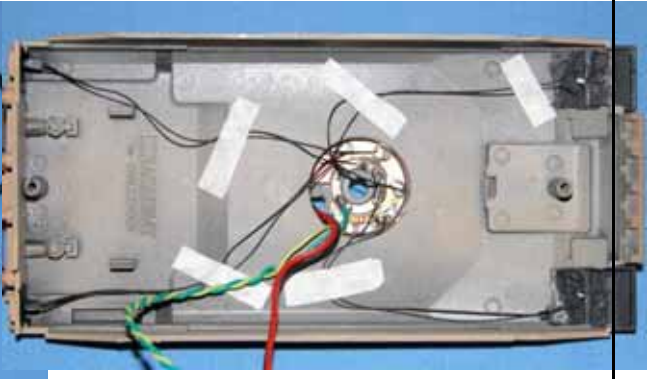
would grip) however after a number of practice runs Pete managed to master the technique by driving up the ramp, turning around and returning back down - mission accomplished. One criticism I did encounter was that I had not painted the model, probably just as well from the number of bangs and scrapes it received when Pete and I were playing with it at the St Albans Show.

In March of this year (2012) I decided to strip down the model for painting, at the same time I also decided to add a mixer into the control system together with some lights (Head and Tail). **Photo 6** shows all the individual parts stripped down ready for painting (Electronics yet to be removed from the chassis).

Prior to painting I drilled the front head lamps situated on top of the tank body at a 45 degree angle with a 1.5mm drill. I also drilled the rear section of the tank through the rear light cluster using the same size drill. The Turret was drilled using a 0.4mm diameter drill through the antenna mounting points (two places) the antennas being made from spare spru strips. Heat a piece of spru over a match or lighter and as soon as it gets a little soft stretch it out, the more you stretch it the thinner it gets – until it breaks? And that is how the two antennas were created.

I removed the electronics and Gearbox from the chassis and wrapped small strips of masking tape around the stub axles. The chassis was then spray painted Desert Yellow (HUMBROL Matt Acrylic 93)

The Tank Body and its rear section were hand painted on the inside using Dirty Black (HUMBROL Acrylic RC401), the reason for this was to stop any illumination from the LED lights shining through the plastic body. The outside of the two parts

	
<p>Photo 5 Chassis Wiring Complete</p>	<p>Photo 6 All Items Ready for Painting</p>
	
<p>Photo 7 All Parts Painted</p>	<p>Photo 8 Lighting Wiring</p>

were then sprayed Desert Yellow all over. Then the front leading edges of the Track Covers were painted black.

The Rocket launchers were glued and fitted into position on the Turret, it was then painted Desert Yellow all over together with the Main Gun Barrel, Wheels and rear mounted Fuel Tanks. The Gun Barrel was then masked to allow the centre section to be brush painted white (HUMBROL Acrylic 34) and the rear mounted Fuel Tanks masked to allow black painting of the securing straps. The outer circumference of all the wheels were brush painted Dirty Black and all the bolt heads of both the wheels and centre bosses were picked out using Raw Umber oil paint (Winsor & Newton 35). The two fuel tanks that mount on the turret had their hollow backs filled with epoxy filler before being rubbed down and painted Dirty Black.

The Machine Gun was brush painted with Gun Metal (AGAMA Acrylic 32Me) which now completed most of the basic painting of all the parts a picture of which can be seen in **Photo 7**.

Tiny LEDs (0.08 x 0.05") white surface mount types with wires fitted were purchased from Component Shop. These were bonded into position at the back of the drilled holes using medium thickness super glue, the attached wires being bent over and secured to the inside of the body using small strips of masking tape. A small circular printed board was made to sit in the base of the turret bulge where all the wires from the LEDs were terminated (**Photo 8**) I had purchased some Car Light lenses from Little Cars that I found at the Milton Keynes IPMS Exhibition, 2mm diameter clear type for the Head Lights and 2 x 6mm Red for the Tail Lights, however prior to bonding them into place it was necessary to remove the reflective silver foil on the back of the lenses. Not a problem with the red lens but not at all easy with the very small 2mm diameter lens. With all the lighting assembled and wired it was tested and I am pleased to report that all worked correctly.

Before fitting all the parts back together I decided that it would look better if the air vents on top of the Tank Body were painted a slightly darker colour, to do this I employed the technique written about by Tony Martin, that is, using Raw Umber oil paint diluted using lighter fuel – first time I have employed such a technique and it works just fine. Does need a lot of diluting to get the paint to capillary along the moulded vent lines but I am very pleased with the result.

Next was the final assembly, put all the wheels back on the axles, using a small amount of grease (supplied with the kit). Fit the Main Gun Barrel to the Turret then the Machine Gun and Fuel Cans. Fit the complete Turret assembly to the body together with the two rear mounted Fuel Tanks and finally fit the body assembly to the Chassis screwing it down into position using two 12BA screws. See **Photos 9 and 10** for the completed model.

Conclusion, an interesting and challenging project, the finished model works really well, but if all you require is a good working model tank and not too concerned about the size, it would be cheaper to buy a RTR finished model, which would also have engine and gun firing sounds.

Tony Dalton

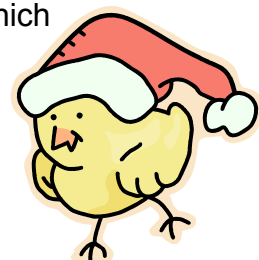




Photo 9 Completed Tank



Photo 10 Completed Tank

Possible New Club Water A special report from Little Willy

Last year our roving reporter Little Willie, received information relating to the Luton Borough Councils proposal to re-develop Wardown Park. In doing so, it will provide the L&DMBC with a new all purpose winter boating Lake.

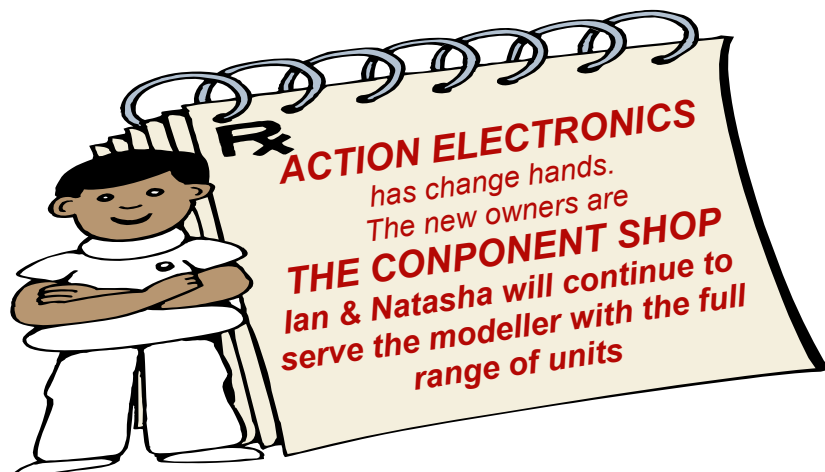
Council, Sub-committee Chairman 'Sir John Cash Strapped' said that the development would be a private partnership arrangement in association with Bob-The Builder and a Nigerian businessman.

We are indebted to this quartet of club members, who took on the arduous task of surveying the site and its amenities. They are depicted, sampling the local cuisine.

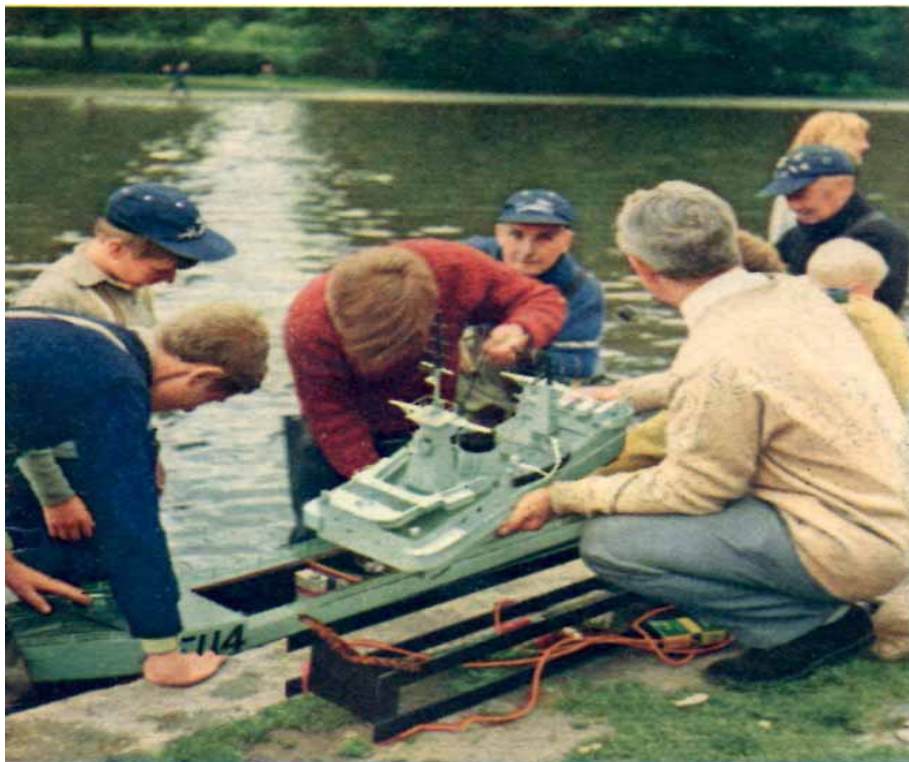


Little Willy Cub Reporter.

The club takes no responsibility for the accuracy of reports and articles printed within this magazine.
Editor.



Model Boats



MAGAZINE

I found this Picture on the front cover of an old Model Boats Magazine (Priced at 15p). The Editor at the time was the late Mr Vic Smeed. Does anyone recognise the venue and what Model Boat Club is it?

Good luck in your deliberations.

Answer to be given at the Club Christmas Party

Tony Dalton will donate a small prize for the best answer given on the night of the party.

Christmas Get - Together

Thursday 13th December



This night is one of the Club's favourite social events of the year.

Please bring along your 'other-half'
and a plate of food and let's have some fun.

This will include the usual Raffle and Quiz. See you there!!

Welwyn SME Anniversary Regatta Sunday 9th September 2012



This year I decided to make an effort and attend the Welwyn SME Anniversary Regatta which was held at Stanborough Park on the north Lake, part of which is a large dedicated boating pond. One reason for attending is sentimental as some 35 years ago I used to go to the lakes with my son just after I had built my first RC boat (1/8th scale Fairy Marine Huntsman) this boat may still be seen sailing on occasions at our lake in Wardown Park.

I was given to believe by Graham that a small group of L&DMBC members intended to go and would be there about 10am, no chance, I arrived at about 11.45am but there was no sign of any L&DMBC members, St Albans SME and the MPBA had their stands set up and the Welwyn SME members made me feel most welcome, I paid my dues in order to enter the scale boat steering competition and seconded a park bench under a tree at the far end of the lake. Sometime later, I was joined by Terry and Jill Martin, then Graham and Georgia Rumble arrived followed by Dave Abbot and Maria, Tony, Lynn, James and Nicky Martin, all happy to sit under the tree that gave us some shade from the warm September sunshine.

Photo 1 shows us all playing happy families.



The lake area was divided

into two sections, the southern end was devoted to the tried and trusted straight runners, of which there were a considerable number, the boats appeared to be going back and forth all day, as can be seen in **photo 2**. (Part of the steering course may be seen in the foreground).

The southern end of the lake was set out for the steering competitions, the first course of which seemed to me to be more of a memory trial than boat steering skills. I had taken my model of HMS Daring, which was not the best type of vessel for steering around marker buoys, however I had a go and managed to get around in a respectable time and only making a couple of mistakes. **Photo 3**

The next challenge was the Touch and Spin This required me to drive the vessel through a starting gate and touch one of four buoys as many times as possible in a



given time. The Buoys were about 4 or 5 meters away and spaced about two meters apart. Having completed that, I was then required to spin a pointer wheel which produced a multiplier number (mine turned out to be 8 which was high), resulted in me being placed joint second at the time, more luck than judgment but great fun.

The last of the competitions was Port and Starboard, which is a type of time trial (with a difference). This required a team of two people and one boat. For this Tony Martin and I teamed up using his small Billings boat. He went off first and steered around the course (I had judged he had taken just over a minute) a little while later it was my turn. The challenge was for me to do the same steering course but in the reverse direction I also had to complete the course in the same time as Tony or as close to it as possible. So off I went. As the control of the vessel was all on one stick I found it extremely difficult and made a number of errors which required me to re-trace my footsteps, according to Lynn I had taken a considerable longer time, silly old fool (they are the editors words).

As I had an evening engagement I departed at about 4pm. I packed everything together on my make shift trolley and departed, leaving the rest of our party to enjoy the remains of a pleasant afternoon. I should like to take this opportunity to thank the Welwyn SME for their invitation and hospitality at their event and look forward to attending future events, subject to invitation.



Tony Dalton

<i>Pic</i>	<i>For Sale / Wanted</i>		<i>Name:</i>			
			<i>Contact Number:</i>			

Boating from my neck of the woods

It is some twelve months since Lyn and I moved to the south coast, well to the village of Hordle in particular. In that time, we have been renovating the bungalow both inside and out. This phase has thankfully, now come to an end (subject to senior management thinking otherwise). So my next step is to turn the garage into a workshop, then I can return to model boating.

On that subject, a short while after moving in; I joined the local Solent Radio Control Model Boat Club. They have permission to use Setley Pond in the New Forest as their home water and is in use most days of the week. This is because the



club is divided into Yachts and Scale. The use days being agreed by general consent. Their way of doing club things is somewhat different from ours. Apart from the AGM, there are no monthly club meetings. At the lake, members back their cars up close to the lake edge and boat from them, no tables are set out and interaction can be a little distant at times. I believe the committee does its work at the lakeside and the results are sent to the membership by e-mail. No withstanding that, they are a good bunch of modellers with many fine models covering the whole range of subjects.

They have three external shows in and around the local area, Highcliffe Show in aid of the RNLi, Support Day for RNLi at their Lymington Station and the Lymington Show at the Masonic Hall being the largest of the three. £1448.97 was the total money raised by the club and was distributed to Air Ambulance and RNLi £252.75



and H4H £500. All other activity is centred at Setley Pond. Like us, they are not particularly competitively minded, with two light hearted steering regattas during the summer. To add to and raise the blood pressure, cattle and horses also use the pond for drinking, then stand ankle deep for some time; before moving off in any old direction. Those who leave boats on the ground must be mad. I once watched, a Labrador dog with a 5ft+ branch in his mouth, run

past a row of boats sitting on the ground, on that occasion all were missed. It would be a pity; should they decide to have tables available, only after a boating disaster.

I had phone call in September from Terry Martin saying; Jill and he were staying down this way and could they call one afternoon? Unable at short notice; to find a reason to say no, we let them into our home. A cup of tea and cake was produced, then more cake and yet more cake, I had no idea just how much cake Terry can eat!! The afternoon was very special to Lyn and me, because we were able to catch up with all that had been going on since our departure. A little later, Graham and Georgia were to come down for the day, John Weedon was also to visit that same

afternoon on his way back home from holiday. Unfortunately, I had to cancel at very short notice, as I was required to drive my daughter-in-law to Portsmouth hospital, where our premature grandson was having some difficulties. Lyn and I were very disappointed to have missed you three on such a sunny day. We hope to make amends some time next year.

In closing this window on our present lifestyle, not much about model boating yet. Hope to do better in 2013. will let you know as and when something happens.



Lyn & Ken.



The clubs awards were not presented at this years AGM due to absence of the chairman, (I was on a jolly again). So were awarded at the Warwick Show and the winners were as follows.

tireless
at the lake;

The Dedication Trophy was awarded to George Izzard, for his running of the midweek sailing, (Tuesday and Thursday) down during the past year.

The Presidents Award was presented to Chris Jackson, for his model of a new lifeboat that he had built during the last year. Well done to them both.

On another note, we shall be loosing two of our members. Dave Ford our Membership Secretary and George Izzard who are moving away from the area. We would like to give a big thank you to Dave, who has put in a lot of hard work; over these many years. We all wish them the best of luck in there new homes.

Dave Abbott. Chairman



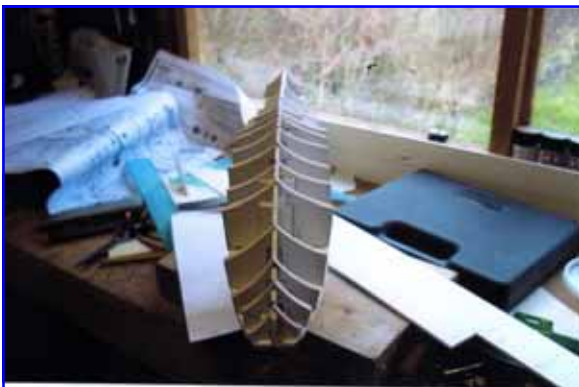
EMPIRE 'C' CLASS FLYING BOAT.

The idea for this model was first thought about in November 2011. My reasoning being, that I liked model aircraft but none of my models ever flew, well, they flew but their landings left a lot to be desired. To be honest, they usually returned home in a bin bag. So I joined Luton model boat club, deciding it was probably going to be cheaper, as you must get more than one outing with a boat before writing it off, but after seeing the exceptionally high standard of the model's; I decided where boat's were concerned, I was way out of my depth (no pun intended). I then decided, why not a plane that was not likely to plough into the ground first time out, eureka, a non-flying, flying boat.



Having decided on a flying boat, I had to decide *which* flying boat. I had always liked the line's of the Catalina, but decided there was too much glass work involved, also too many complicated contour's as well. The next choice was the Sunderland; again, it was the amount of glass involved, a front, rear and upper gun turret as well as the cockpit windscreen, which put me off attempting this model project. The next obvious choice was the Short Solent Empire C Class, which I finally decided on. At this stage, I have to point out the last model I attempted was a kit built biplane, about 23 years ago. It was not finished as we moved abroad. The one prior to that, was about 35 years ago, so I was probably out of practice. I obtained two sheets of plans, unfortunately as far as I can find out; they are the only one's left in existence so they had to do. I printed them off the internet and took them to Staples, to have them blown up from A4 to A1, which looked about right, although the quality left a bit to be desired.

Attempt one. I traced the outline of the hull/fuselage and transferred it onto some 1/8" ply. I then did the same with the front and rear profiles. The next stage was cutting them out, as I had never used a scroll saw before; I probably made hard work of it. Having cut them out, I then spent a considerable time making tooling for my belt sander, so I would be able to sand the edge's square to the faces. Having achieved all this, I was now ready to cut the inside of the hull, to accommodate a floor for the .electric's etc. I would like to mention at this point, that I was, and still am, receiving a lot of help and advice from several of our club member's. Therefore, it will come as no surprise, that I was introduced to a better alternative to 1/8" ply,



Foamalite. It cut's easier, it's far lighter, and it bends with a bit of heat. Couple all these feature's to the fact that you buy it from the club shop, which helps club funds, so everyone is a winner. Therefore, I bought some and decided to start again, in plastic.

Attempt two. Transferring the outlines onto the plastic was fairly easy, as it just meant drawing round the ply part's and cutting them out. I decided to construct the hull/fuselage in two parts', an upper, and a lower, using the centre as the floor for the electrics, I decided to make the lower half first, this I did and found I had two very big problems, (1) the



contour's of the hull, represented a roller coaster and not the bottom of a boat. My cutting; had not been as accurate as it could have been, and (2), even if it had been accurate, fitting the outer skin would have been almost impossible (for me it would anyway) because of the concave curve having to bend upwards at the bow. It was at this stage I thought, 'it's about time to start again'.

Attempt-three. As at attempt two, it was easy to copy all the outlines onto the plastic and cut them out but from now on; I wisely decided to give attempt three a lot more thought. The first modification was to the hull, instead of a concave line I decided to make it straight, which would make for a more straightforward covering. It was at this stage, I realised that the drawing's I had; left a lot to be desired in the accuracy department. With a few changes and a great deal of head scratching (hence the term 'scratch built'), I finally had an acceptable fuselage design. I made all the frames, bulkheads, tail fin, floor, and the bottom of both hulls from plastic. The nose section was a bit difficult to cover because of the shape; I finally did it using balsa sheet, epoxy putty, and B&Q all-purpose filler. After cutting the top of the fuselage off to gain access to the floor and provide a means of mounting the wing's, I covered the rest in 1/32nd balsa sheet. On completing this, I found that the covering seemed very flimsy so I decided to give it a coat of fibreglass. I bought some epoxy resin and glass fibre tissue, which I was not looking forward to using, messy, sticky and plenty of room to make



cock-up's again, it was a club member who came to the rescue. I was introduced to Eezi-Kote, it's a water based alternative to epoxy resin, it's so easy to use, brush a coat on, sand with 400 grit paper, apply fibre tissue, sand again and give it another coat, when it's dry, sand again and paint. If it sounds easy, it is because it is, you could recommend it to anyone. I completed the tail section, made from 3/8" balsa sheet. By now, it was looking

quite nice, the part I had the most difficulty with was the cockpit windscreen, and in all honesty, I am still not over the moon with it. I made the letter's, door and window transfer's with Experts Choice Decal Film, it is another very easy to use product, I ordered three sheets as I fully expected to cock up the first sheet at least but it came out perfect first time. By now, I am highly delighted with my masterpiece considering it is only my third attempt. Beware, pride always comes before a fall they say, the fall came when I gave it a test float in the bath, it didn't sink, it just kept falling to one side or the other. Talking to one or two club members, they reckon it may be o.k. when the wings are on, maybe, maybe not. After a lot more thinking and one or two trial's, with attempt two's remains, I think the front of the hull was too low in the water; allowing the tail to be too high out of the water and causing it to topple sideways. So I have added a bit more depth to the front hull to see if it will stay upright, I've not tried it yet but if it doesn't work, not to worry, I have all the part's cut out for attempt four.



Ian Spencer

STOP PRESS

Some of you may have heard, our Chairman Dave A, had an accident whilst erecting the MPBA stand at the Warwick Show last month. Dave subsequently, went to the Luton & Dunstable hospital for treatment. After having x-rays and other treatment, he returned home with his arm in a sling; suffering from torn ligaments and soft tissue damage. He is likely to take some time to recover.

So I am sure, you will want to join me, in wishing Dave a speedy recovery and a quick return to boat building.

I understand there is some confusion, as to how he received those injuries. I am reliably informed by TC, Dave tripped over his wallet whilst stepping off a pair of steps. Luckily, there was a sack trolley handy to transport his wallet to the car. Dave made his own way there.



Stevenage Open Day

The Day I Don't Remember!

This writing thing; is a bit of a dry well for me, but here goes! Although having gone to this event, I actually have no memory of it! So this is written in a bit of a third hand way. It was a cold morning so I'm told, upon arriving at Stevenage the cars were unloaded into the area set aside for us. We put up a couple of shelters and awaited Graham with the tables. At this point, Dave and Tony from MK, George and myself went to the café for a cuppa. Upon Graham arriving and joining us, we put the kettle on. With our area, all set up, people started to arrive and more boats were placed on tables. As I said before, it was a bit overcast and there were fewer people there than in previous years, but that's ok. As usual, the fast electrics were out before 10am, along with some I.C. boats. It was good to watch this type of boat and it was good to see the brushless boats; more than keeping up with the I.C. boats.



After 10.30, it was only electric boats, with the normal selection of scale and non-scale present. Stevenage always set out a small sailing course, but as usual our members never pay it any attention!!!! After more tea and biscuits, some sailing took place, although the weather never improved it never got worse. It was actually quite bitter at times.



I had to leave at midday due to a family emergency, but as I was leaving Tony Lyn and Terry turned up. To top it all, I could not find my pictures of the event!! So the pictures are courtesy of Tony Dalton, who I do not even remember being there!



Pete Carman





Warwick 2012 a Brief Report

I travelled up to the Warwick Exhibition Centre complete with the Wife and boats on Thursday afternoon (8th Nov) to arrive at about 3pm to be promptly informed that I should have been there by 12 noon – not a very good start, however a number of members came to my assistance, all model being quickly unloaded and placed in position on the Club Stand, thus by about 4pm we had completed the set-up and were on our way back home. Friday morning I was up and having some breakfast by 7.45am, when I received a



phone call from Peter Carmen enquiring if I was available to meet him for breakfast at the exhibition, to which I quickly responded informing him that I was already having mine and therefore would not be available. At about 8.15pm I set off from my house in Luton and proceeded to Junction 12 of the M1 Motorway and joining the traffic in a northerly direc-

tion and merging in with the traffic at about 70mph. After cruising along for about 10 minutes, the traffic started to slow, eventually coming to a complete standstill at about 8.30am just before Junction 14. About half an hour later 9.00pm I was still stationary in my car along with all the other motorists, some of us got out of our cars to see what was going on, but could not really see anything, some boasted that he had an internet connection and had ascertained that there was a multiple pile up at Junction 14. At this point I decided that we were in for a long wait and called Peter Carmen to let him know the situation, only to be told that Tom Chapman, Dave Abbott, Bob Vaughan and Paul Freshney (Model Boat Editor) were also all in the same traffic jam but a bit further back. I called my Wife to let her know what was going on. She informed me that it was 5/6 cars and a Tanker involved in the accident, a helicopter had been summoned to take one of the injured to hospital and that the Tanker Driver had been arrested on suspicion of driving without due care and attention. To cut a long story short, I



took a picture of the stationary traffic on the north bound carriage way just for something to do, eventually getting away at about 12.30pm having then spent about four hours on the motorway going nowhere. I continued on my journey up to Warwick exhibition and arrived at 1.45pm. First port of call was the Loo, followed by a visit to the restaurant for a much deserved cup of Tea. While I was there, I took the opportunity to take some photos of all the model stands, including our own, however due to my late arrival there were a lot of visitors to contend with, thus some of the pictures have a few human bodies in the way. Later in the afternoon I made some arrangements to sail my



model of the 1/700 scale Bismarck, so together with Tom Chapman and Peter Carmen in assistance we proceeded to the Boating Pool. While waiting to get on the water with the model in one hand and transmitter in the other, I decided to place the model on a table which was to one side – bad mistake, while leaning over to place the model on the table I must have tilted my hand and my model of the Bismarck turned into an aeroplane falling straight onto the concrete floor oops!! Perhaps I did not twist my hand and it was just one of those Senior Moments. Never mind, accidents do happen. The result of this accident were:- Upper Bridge fell off, Main mast broken, one main Gun Turret fell off, One Gun Barrel broken, three anchors fell off, and one capstan fell off. The broken parts were quickly repaired but the replacement anchor and capstan will be repaired at home in my workshop (new items to be made).

I hope you have found my article amusing and the attached photos of interest
Tony Dalton





Graham Rumble
Secretary



Dave Abbott
President/Chairman



Terry Martin
Treasurer



Pete Carman
Shop Manager
Membership Secretary



Ken Gould
Press Officer
Magazine Editor



Tony Martin
Head of Plastics



Roy Davies
Safety Officer



Tony Dalton
General Committee Member

Events Calendar 2013

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