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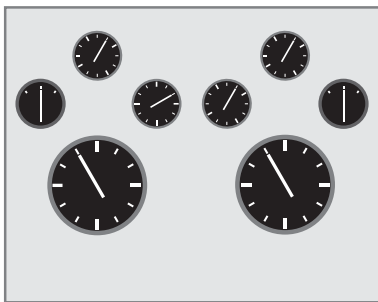
NEWSLETTER

Captain's Log 7th August 2009

This month it is my sad task to note the passing of another of our members, Alan Villers. Alan was a founder member of the Keilor Model Aircraft Club in the sixties and a full-size gliding instructor at Bacchus Marsh before joining our group to take up model boats. He passed away at home in the 4th week of July.

On a happier note, we welcome two potential new members to our group and look forward to the next twilight sailing session, tentatively set for September 27th at Queens Park.

Computer aided modelling - 1

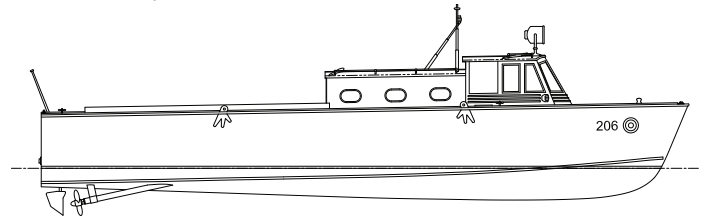


Most of us now have access to a computer and there are many ways it can assist us with our modelmaking. Here I have used a graphics program to create some dials for the dashboard of my seaplane tender. Rectangles were arrayed around a circle to form the basic dial, then a pointer was added and the result copied, scaled and otherwise modified to make up the panel. This was then printed and stuck onto a piece of angled aluminium.

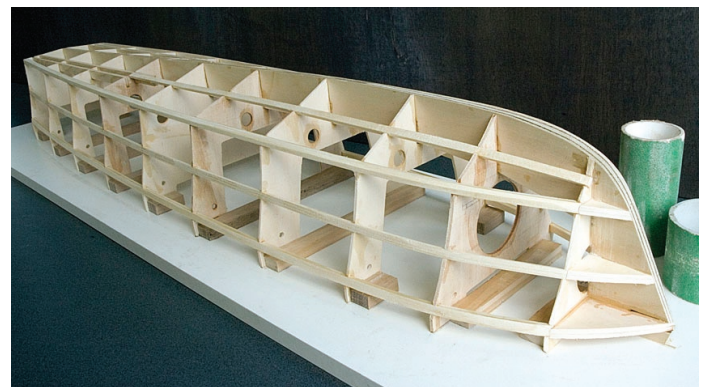
The same process can be used to make flags or flat fine detail such as pipes and fittings on a bulkhead, pictures on a cabin wall etc. The result need not be just printed on paper either—it can be output as a water-slide transfer using decal film and used to apply military markings, a manufacturer's logo or script-work name to a hull, then clear varnished for protection.

RAF 200 series seaplane tender

This craft was built by the British Power Boat Company of Hythe to provide the RAF and Commonwealth air forces with a means of carrying out the various duties—ferrying crews and supplies, air-sea rescue, target towing and so on—associated with the operation of flying boats. The prototype made its appearance in 1931 and its acceptance trials were conducted by T.E. Lawrence, of 'Lawrence of Arabia' fame.



The design was very successful and paved the way for the many HSLs, MGBs and MTBs that followed. An interesting aspect of the layout is the unobstructed rear deck, the edges of which were reinforced and able to support the wing of a flying boat that had lost or damaged a float in landing.



For my model I produced my own drawings on CAD as the Model Boats drawing is of the prototype, which differs from the production version. Construction is for the most part in Liteply with a balsa planked hull, fibreglass sheathed, as keeping the weight down is critical with a scale fast-electric model. I chose to work to 1:12 scale which produced a fairly large model some 950mm long.



The model is powered by two brushless motors under the scale engine housings. Actually there are four brushless motors, as a further two are used to fan-cool the drive motors. The model has not yet passed my own acceptance trials as I am unhappy with the propellers, but this did not prevent me completing a major article on the model which is due to appear in the UK modelling press towards the end of the year.