



# **hobbins hobbies**

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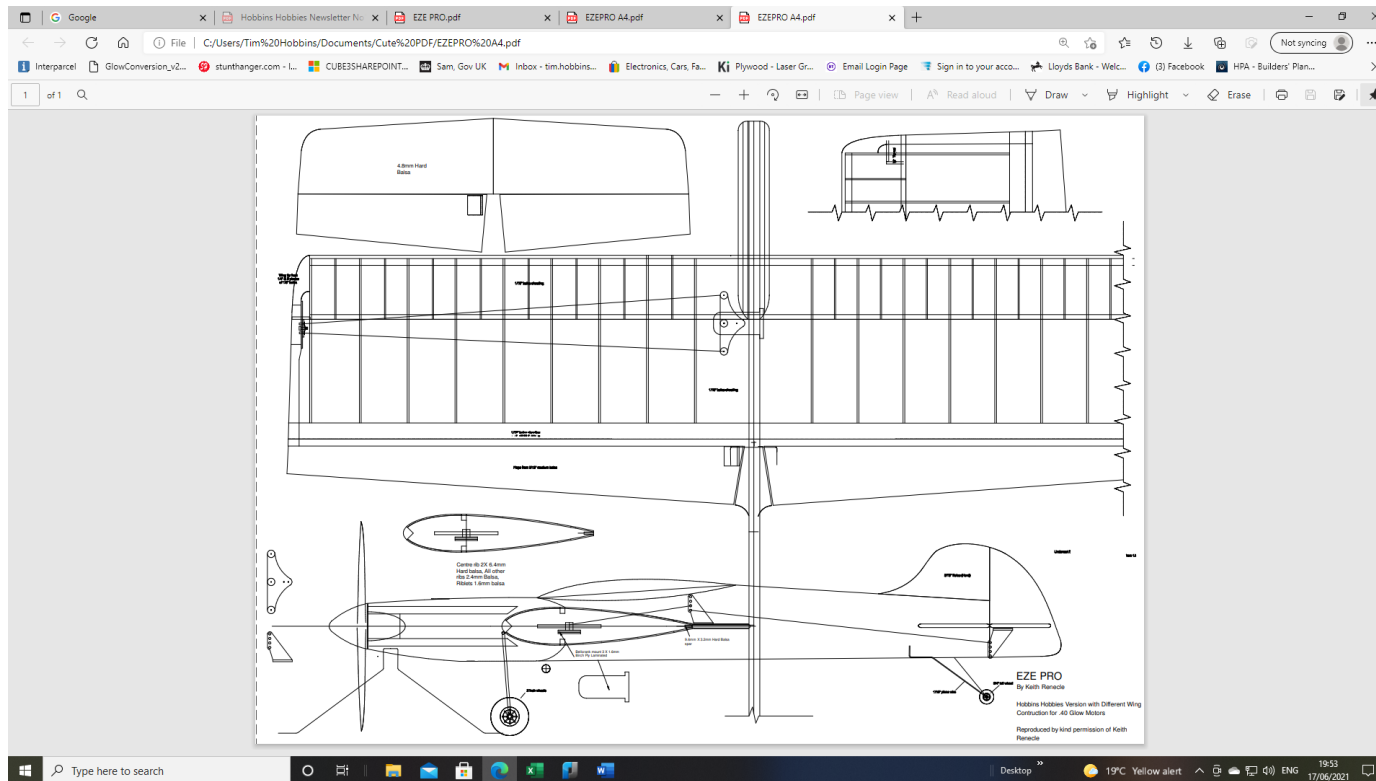
Newsletter No 2 July 2021

So, here's what has been going on over the last couple of months.

Umm not a fat lot to be honest.

I decided in early May, in response to a few requests and comments, to produce a proper .40 size Stunter that would be suitable for people that could already fly control line, but were interested in learning how to fly stunt. A few of the UK combat guys had shown an interest and there is always support for this kind of stuff from overseas. Instead of reproducing an already popular design, I thought I would see if I could offer something both a bit different and more modern. I'd come across Keith Renecle's EZEPRO a couple of years ago, it seemed ideal, so I approached Keith and asked if he would allow me to do a kit of the EZEPRO. The EZEPRO is a profile stunter for .40 or electric power. He very kindly said yes, and furnished me with the necessary plans so I could redraw it in CAD. I wanted to change the wing construction to a more conventional structure so that I could include a full set of plywood jigs in the kit.

I spent a bit of time drawing the model and once it was complete I costed it up. You will all have heard about Balsa prices increasing I'm sure. Bearing in mind that up to press the most expensive model I had produced was the Junior Nobler, at £65.00 including all hardware apart from the tank. Based on the same costing formula, the EZEPRO would have come out at somewhere around £140. There is a lot of wood in it. In the end I gave up on it, I didn't think that folk would invest that amount of cash in a trainer. Time for a rethink.



I did in the end manage to get some keenly price 2.4mm balsa and can offer a limited number of rib and riblet sets with bellcrank mount and ply doubler, for £30.00, Full size plan is £7.00 posted or I'll email you a PDF file for you to print free. If you want any of these drop me an email

So now what?

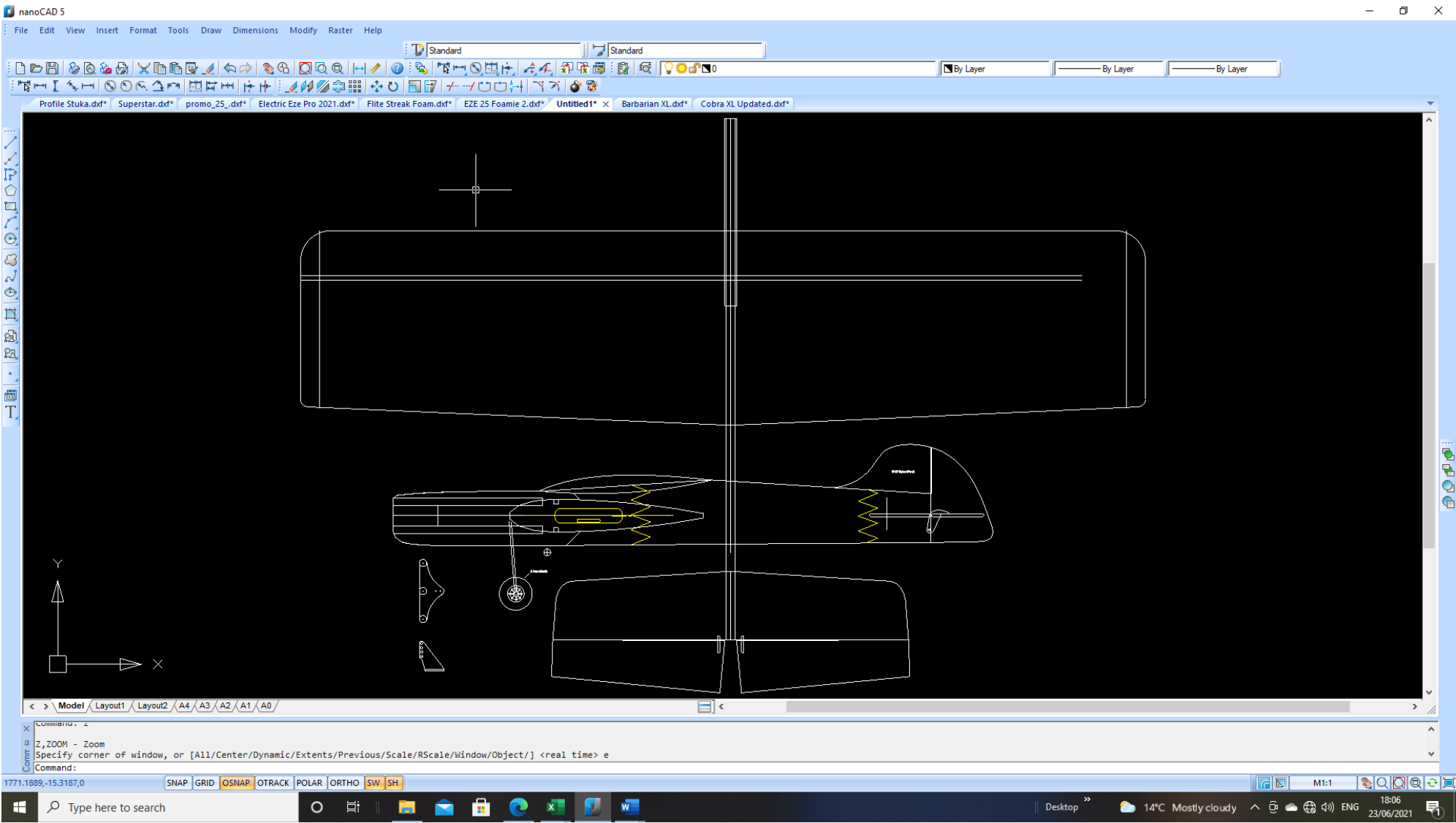
Well, in my very, very limited experience of stunt type stuff, I have a bit of a soft spot for .25 size motors, this is probably because I have 3 of them, none of them cost more than 20 quid and they all seem to work really well. I did build a Foam version of the Flite streak (ish) a couple of years ago and didn't make too much of a song and dance about it because most Brits tend to go all sniffy when you mention Foam, I'm not sure why, I really like foamies. I hadn't flown it till the weekend just gone, where I took it to Buckminster to try. OS .25 FP with a 9/6 prop. Tiny bit light on the lines up top (15 thou steel combat lines, full 60ft plus model) but the engine ran faultlessly on a bog standard 70cc Uniflo tank and the model was really very good. Next time, a finer pitch prop and maybe some slightly shorter thinner lines as advised by a proper stunt type person and we should be fine.



**My Flite Streak (ish) Foamie.**

Now Keith Renecke also gave me the plans for his smaller version The EZE25....The EZE 25 is a 45" profile stunt trainer for .25 size motors. Balsa fuselage, foam wing, adjustable leadouts, 3" Bellcrank, proper solderable strong leadouts and other hardware, Undercarriage wire clamps and wheels and 5 sheets of top quality tissue to cover it all with, The only thing you'll need to buy are the spars, 6mm square planed softwood is easily available from Wickes or B and Q, they're 45" so a bit long to post, a tank. Also a tank, a radio clunk tank with uniflo pipes will do. Keith's version had an F2d style wing, this one is foam, it's just easier. I'll build one, test it and let you know next time.

This is what it looks like, not quite finished yet but you get the idea.



## Other news.

*A chap used to work for me called Andy, whenever I asked him to do something he would reply "It's my next job..."*

I didn't get to the Blue Pants that I mentioned last month, sorry, I will, soon.

Umm. we didn't get the electric stunter done.

..and I didn't fly that little blue model either.

However, I did build a few combat models in anticipation of us being allowed to actually fly combat, mostly Squigs, you can check out why I like Squigs so much in the summary list of combat models. But you'll have to wait for me to get to the S's. C and D this month.

I decided to build a couple of Boom models because I love the way they look and fly.

If you've ever built a boomer you'll remember that when you looked at the boom assembly on the plan you thought, "Wow, how easy is that?" And a few hours later, when you were trying to glue the booms onto the model nice and straight, you were thinking "Who's bloody silly idea was this?"

I do love boomers but gave up trying to cut booms that fit over the wing, even when I cut them out on a laser cutter the poxy things don't fit properly. I came up with a better idea. I now use plug in booms, you cut a slot in the covering after you've covered the model and then push the booms home, with a little epoxy as lubricant. You don't need a laser cutter because they're all straight lines, and they line up every single time in every single way. They look like this.



This is the rib and boom, the rib has half length riblets glued each side to the original shape of the rib, the boom pushes in the slot that these riblets form.





the Rib and boom partly assembled, the boom is pushed home after the model is covered, after the covering is cut away.



Close up of the installed boom.

Quite tidy for me really.



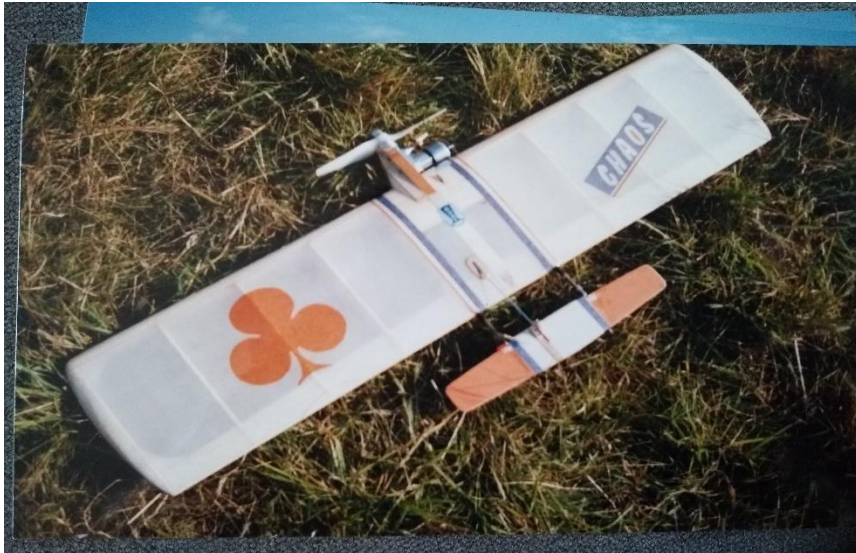
Two recent boom models using booms constructed as described above. They make a lot of sense with the price of balsa where it is.

These are both 1960's John Dixon designs, the top one is a Yeti and the bottom one is a legally enlarged Barbarian.

The Barbarian was an early glow powered model, John used a ST G15 on a hard pressure tank. He didn't continue with the development because he thought the introduction of high speed glow powered models might not be a good thing for the sport....

Continuing my brief summary of available combat kits with a bit of history and a description based on my own experiences. There are many more models on the BMFA list but I don't do kits for all of them.

### **This is the second instalment, Models C to F.**



#### **Chaos by Peter Freebrey**

This one was built a long time ago by Frank Smart (RIP Frank). The Chaos is a favourite design, in the late 90's it was very popular and used by all the top names including Mick Tiernan and Richard Herbert, Mick Lewis and Richard Evans its popularity waned in the early 2000s when the rules were changed to allow later designs up to 1974. So folk went off and built supermongers and such. The Chaos never stopped being a top design, it simply stopped being fashionable. You still see them at Comps, Tony Cookson loves them and Chris Fisher regularly uses them to comprehensively beat top names with Rothwell Powered Piranhas. ( You'll need to wait for the P's)

The Chaos is a great design, it's a pleasure to fly. Over 35" span and 8" chord with a large elevator at the 10" hinge line. The nicest one I ever saw was built by Steve Bingham, just a standard model covered all over in orange nylon, no embellishments, nothing fancy, just beautifully built and finished. I think I flew straight through it...



#### **Chilton Warlord, by Mick Chilton**

One of several models that carry the Warlord name and are variations on Vernon's original. Nothing wrong with that, take an idea and improve it, this is what made combat thrive in the UK in the 1960's. The Chilton version is a bit bigger in all ways than the original, 34" span, 10.25" hinge and wide at the tips. It has a lot of area and is very nearly a Liquidator XL ( ..wait for the L's) Its very very good with a light motor , a pal of mine in Australia has a few film covered ones with Fora Juniors in them for their Vintage event and he really rates them. Good model but if you live in the UK and have a heavy old .19 diesel there are more competitive options. If you use Fora Juniors though, get some built..





#### **Cobra XL, Aussie kit design by Don Halls, was a kit once I think.**

Fairly recent addition to the list, slightly more span, chord and hinge than a Chaos but in my limited experience, no better than a good Chaos. Maybe I just needed more time to trim them before I sold mine. One thing I distinctly remember about my ones is that they were very safe out of a self launcher, no hysterics or tantrums, just a lovely smooth climb out of the launcher and into level flight. I have no idea why. These are 36" span, 8.3" chord, and 10.5" hinge in round figures so it's a Big model.

And it's a Boomer.

Larverly.



#### **Device By Steve Malone**

Taper wing, long hinge (11.375) 35" odd span, small elevator. I've used these regularly, I like the way they sit flat in a groove and behave themselves until you need them to turn, and they can turn tight. The ones in the picture had Fora Juniors in them and one of them was just fabulous. You know how it is when you build a batch of vintage models, one's great, a couple are OK and one is a bit rubbish and one is just shit.

I should have won something with the good one, it was tremendous But I didn't.

They don't have a massive area, so heavy engines can take the edge off. If you look at the tips you'll see the wide, swept back shape. (angry tips) I think these tips make a definite difference to this model. I think they give it extra stability. Mind you, I've never tried them with any other shaped tips.

Steve Malone still uses these and he can fly a bit.





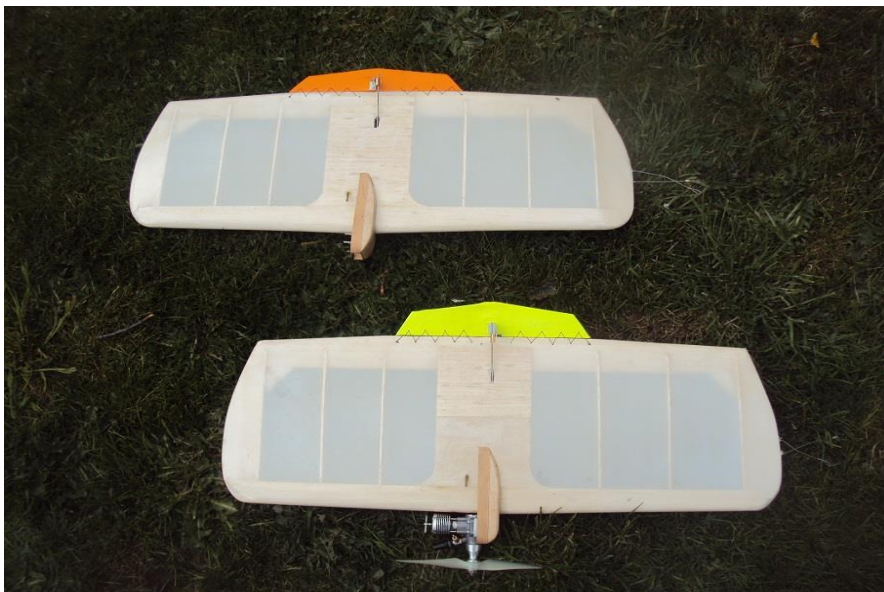
#### Finale by Martin Kizsel

The Finale was allowed onto the list fairly recently, after the designer, who has been flying Vintage Combat since its inception way back in 1989, went up into his attic in 2015 and discovered a full-size plan, along with supporting photographs with the date written on the back.

Astonishingly, the Finale manages to hit both dimensional limits, 36" span and 11.5" hinge line. How lucky is that?

Pretty good model. How could it not be?

**I don't kit these two but they deserve a mention.**



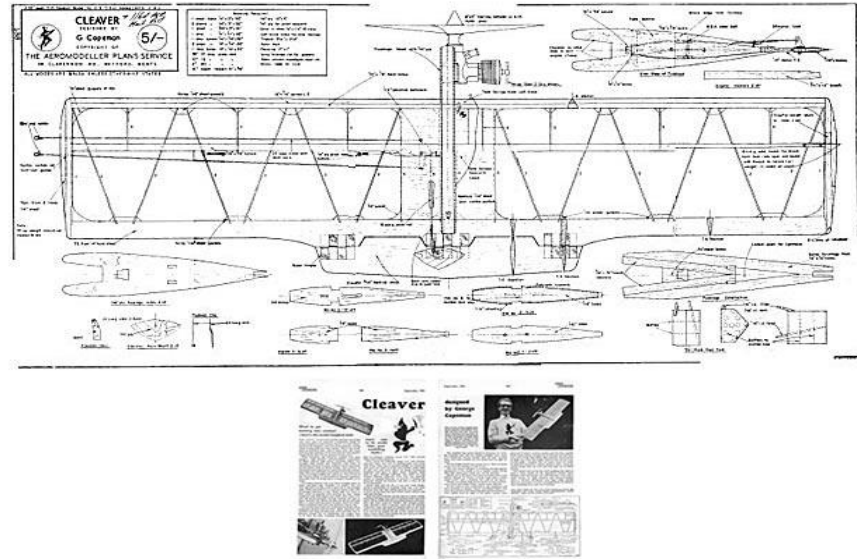
#### The Dominator, by Mike Davis

Trend setting flat section combat model designed in 1966 by Mike Davis. It features a 1" thick balsa leading edge which we still use here in the UK to this very day would you believe? 28" span, swept leading edge, very very strong, pretty fast with limited manouverability. It's a great control line trainer if you're learning over grass, you can crash it again and again and it will laugh in your face. We had a couple of Dominator Only comps in 2012 in the UK. Great fun. All sorts of folk turned up for it.

Great little model but use a light engine, MK3 Olly or something and if you want to try a bunt, start high..



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Cleaver, by George Copeman.

A masterpiece of complexity with a tank that an average time served plumber would need a couple of weeks to solder together.

Thin, airfoil section wing, laminated leading edge, complex centre rib, diagonal 1.6mm balsa ribs and riblets, loads of coats of sanding sealer, covered in lightweight silk.

If a few of you want a kit of this let me know and I will draw it up, I would never build one (obvs) please send me a pic of your one. it's all 1.6mm balsa diagonal ribs and riblets so pretty cheap in the wood dept. Nice looking thing too. Looking at the pic, that engine is a loooong way off the leading edge, it couldn't have turned very well.

George Copeman was the chap you went to to tune your Oliver Tiger in the 1960's and 70's.

The Logo on Georges jumper was drawn by Moggs Morris, designer of the Turncoat ( wait for the T's) Moggs still flies combat with us and always brings a sack of kitskats that he hands round at comps. He gave me permission to use the logo. So its mine.

**That's it, sorry for the lack of interesting content but its hard to get motivated when everything is on stop.**

**I'll publish the next newsletter in 3 months not 2 and do it quarterly from now on.**

**Happy flying all.**

**Send me some pics with a bit of a story if you want them including in the next edition**

**If you need anything, the email address is at the top.**