

# From the Pits.

The Newsletter of the Weston Model Flying Club

[www.wmfclub.co.uk](http://www.wmfclub.co.uk)

April 2007

## Editorial

### *Time for a change.*

After being club secretary for 6 years I've decided to stand down from this position. **Mike Ling** has kindly volunteered (or has had his arm twisted enough...) to stand in until the AGM in November. I shall still be editing the newsletter however, so you haven't seen the last of me!



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## Club Meetings

As usual the summer meetings of June, July and August are held at the field. If the weather is bad the meeting is normally cancelled.

**However the next meeting on 5<sup>th</sup> July at the field will start with an EGM (Extraordinary General Meeting) to discuss whether or not the club should continue with the Field Fund contributions to save up for buying a field. The decision on this must be made soon in order to make progress with the lease.**

A separate letter / email is being sent to each member to inform you of this EGM. Please try to attend, or else let the committee know your view beforehand.

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## Family Day 2007

Following last year's successful event, the family day will be repeated this year on Saturday August 11<sup>th</sup>. Rob Dickson and his band will be playing again.

Tickets will again be £5 each with children free, and will be available from **Alan Meaney, Ron Bebe, Ivan Steerment** and no doubt others.

Permission has been obtained from the farmer for camping overnight on Saturday night for anyone who wants to make a weekend of it.

Please note that there will be no flying at the field on Saturday to allow for setting up. For further information please contact **Ivan Steerment** who is organising it.



## Field Improvements

Just in time for summer, two new picnic benches / tables have been bought; the second is seen here being assembled at the June club night.

The same night also saw a new orange safety fence to replace the old one which had become rather tatty in the 3 years it has been in place.



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## Web Site

Links to a number of useful weather sites have been added to the club web site. You'll find them by clicking on 'about', then 'Other Links' on the left side panel.

### Safety

The peg you use to fix your membership cards to the frequency board should have your name and channel number on it, so that it can be re-attached in the correct place if it falls off.

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## First Aid Box

The first aid box is mounted on the outside back of the container. Every member will have a key to it. If you haven't got one yet, ask **Ron Bebe** or a committee member.

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## Fun Fly Report

At the start of this year it was decided that the club trainer would be used for fun-fly events in order to give everyone an equal chance and encourage more people to participate.

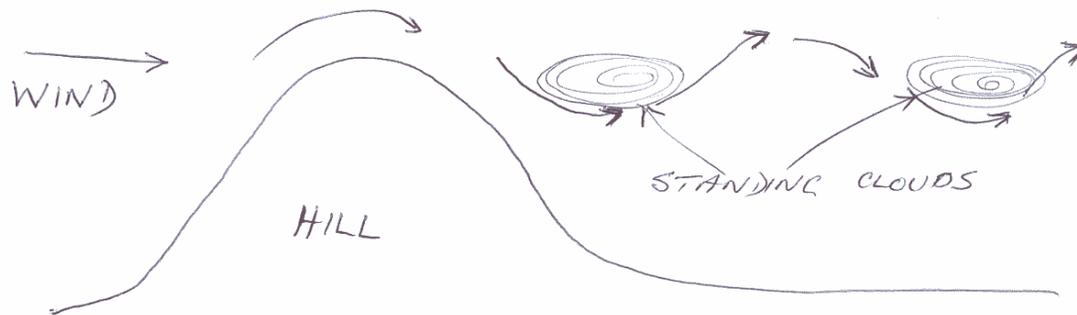
Well that was the theory. Unfortunately what we forgot was that if someone prangs the trainer the event comes to a sudden stop... And indeed that was exactly what happened in the first event, a climb & glide, when someone landed the trainer in the rhyne. Who? Well he's now an ex-secretary...



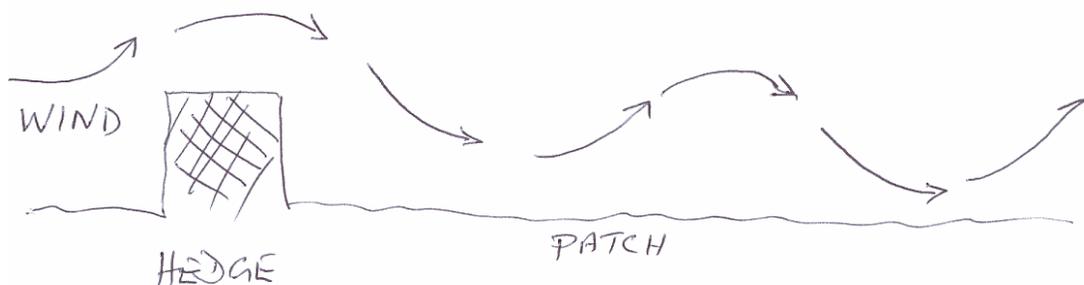
## Bumpy landings, funny take-offs - is it always the pilot?

Most will have watched a stream where the water flows over a stone and will have seen that for a short distance downstream of the stone a standing wave is created.

The same effect happens with airflow. Where wind hitting a range of hills is forced to rise and conditions are right a standing wave is created to leeward of the hills and the distinctive cloud formation 'lee cloud' can be seen. Because these clouds are often lens shaped the meteorologists name for them is 'altocumulus lenticularis'. This happens when the condensation level is at about the same altitude as the hilltop. As the wind dips into the condensation level a standing cloud is formed even though the wind itself is moving. This is sometimes seen near the hills to the south of the field ask **Pat Teakle**, he is pretty good at spotting them.



The same effect occurs **at the field** when a fresh wind hits the hedges. We are all familiar with the upthrust as the wind hits the hedge but may not be aware that the airflow does not straighten out downwind of the hedge. In fact it will flow across the patch as a wave. The phenomenon will be worst with a fresh wind hitting the hedge at ninety degrees so if you are taking off or landing in these conditions a sudden drop or rise of your aircraft may not be your fault!



**Roy Shaw**

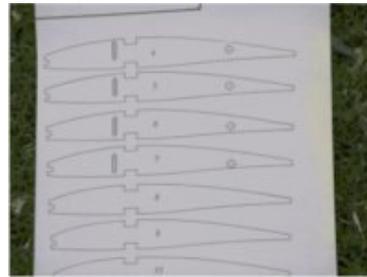
## For Sale

I have for sale some various items donated to the Club by the widow of one of our members. Her intention was for the items to be used to raise money for the Club field fund.

1. **Spindrift** - thermal/slope soarer. Untouched kit including a plan; glass fuselage, canopy and wing fairing; balsa for rudder and all moving tailplane; veneered foam wing cores with leading and trailing edges added. Wingspan is approx. 2.2m. Fuselage needs a little cleaning.



2. **Salto** - Scale glider from a Wik kit. Glass fuselage, V tail, no wings. Fuselage has minor damage on the nose that has been repaired and needs some paint. 27MHz radio is fitted to control the V tail and ailerons. Plans include details of all wing ribs for built up construction to 90" (2300mm) wing span.



3. **Keil Kraft Student** - as advertised in magazines around the '70s. This is an antique ripe for restoration. Throttle, rudder and elevator controls only. Wings ( 50" [1270mm] span) are covered in doped nylon (?). Main undercarriage that is rubber banded to the fuselage is missing, as is the detachable tailplane. Both are fairly easily replaceable. 27MHz radio is fitted to control rudder, elevator and throttle (no battery). The engine (Merco 35) has been freed up.



4. **Unknown** - another antique, allegedly by Harry Brooks. A full house aerobatic (?) model. Wing is covered in doped nylon, fuselage and tail are in painted nylon (tissue?). Fixed tricycle undercarriage. No engine or radio fitted. Wing span is 62" (1580mm).



If anyone is interested in any of these please contact me to discuss contributions to Club funds.

**Robin Muir**

## Tool Glossary

Here are some handy definitions for the workshop.

### DREMEL TOOL:

A very useful tool for modellers which allows them to make more mistakes much faster, thereby turning £100 kits into spare parts, and completely justifying the purchase of another £100 kit.

### BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

### HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

### HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit. Also used as replacement for screwdriver.

### HOSE CUTTER:

A tool used to make hoses too short.

### MODELLER'S KNIFE:

Used to open and slice through the contents of cardboard cartons; works particularly well on contents such as liquids in plastic bottles, collector magazines, cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

### CRAFTSMAN HALF-INCH x 24-INCH SCREWDRIVER:

A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

### STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

### PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

### PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

### WISE-GRIPS:

Generally used after pliers to completely round off bolt heads.

## Accident Report

### AIR ACCIDENT INVESTIGATION BOARD.

**LOCATION: WECK INTERNATIONAL, WESTON-SUPER-MARE, SOMERSET**

**DATE: SUNDAY 14TH JANUARY 2007**

**AIRCRAFT: WOTS WOT BIPLANE  
GROUND CONTROLLER: GERRY CROSSMAN**

#### **FLIGHT:**

At approximately 15.15 hrs the Wots Wot biplane took off for the third time that day on a pleasure trip. Aboard was the well known Welsh pilot, Di Heedral. Also in the air at the same time were 2 other aircraft. The Wots Wot was powered by a Irvine 61 two stroke. It had performed several high speed passes both upright and inverted. It was approaching the field from the east at high speed when the ground controller noticed that the bottom wing had become detached on one fixing - he shouted a warning, the exact words were not clear but believed to begin with an F! He automatically went into safety mode, cutting the throttle and attempting to stop the spiral dive and applied full up elevator. This had no affect and the aircraft was seen to dive at high speed into the ground. Unfortunately due to lack of height and unable to eject; Di died.

#### **CRASH SITE:**

Emergency services reached the site within a few minutes but there was little that could be done. From the wreckage it was noted that the bottom wing was several metres away from the crash site. An extensive search of the site failed to find an aileron from the bottom wing. The aircraft had sustained considerable damage to the nose area. The wreckage was removed and taken to the Royal Aircraft Establishment at Farnborough for further investigation.

#### **HISTORY OF THE AIRCRAFT:**

The Wots Wot was from a kit by Chris Foss and was constructed by the prolific builder of light aircraft, Teakle Enterprises of Locking. This company has made many thousands of wings for this type of aircraft and has over 40 years aircraft construction experience. The next owner was a relatively newcomer to the industry, Meaney Miney Mo Aircraft of Hutton. It is not known how long it was with this company but it next surfaced under the ownership of that well known scrap aircraft dealer, M. Pope of Worle. At this stage the aircraft had already been in a serious crash with the body showing signs of extensive repairs. It is not known who owned the aircraft when this crash happened. In February of 2005 the aircraft was transferred to the long established and respected company of Crossman Refurbishment (established 1939). The complete aircraft was then recovered.

#### **EXAMINATION OF THE WRECKAGE:**

A preliminary report from Farnborough concludes that at some stage in the flight, aileron flutter took place and it became detached resulting in the lower wing breaking partially loose and control of the aircraft was lost resulting in the fatal crash. It was noted that 2 of the 3 aileron hinges remained in the wing and there was no sign of them being pinned. When asked if he had heard any flutter, the ground controller, Gerry Crossman, replied "What?" -it turns out that he is deaf!

**CONCLUSIONS:**

It would appear that this was a case of extreme flutter with subsequent loss of control.

**RECOMMENDATIONS:**

All hinges from second hand aircraft should be regularly examined for secure fixings. Investigation should be made with previous owners to see if they pinned the hinges.

**CONCLUSION:**

As all parties are or could be to blame it is suggested that Teakie Enterprises, Meaney Miney Mo Aircraft, M.Pope Scrap Merchants and Crossman Refurbishment (1939) are jointly awarded the Rhubarb Stick.

*NOTE The remains of Di Heedral will be smoked in a roll-up by Roger (but not at a Meeting) and the ashes will be spread at the field in the near future and the date will be advised. No flowers or black clothing please.*

**Gerry Crossman**

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**Seen at the Field**

I didn't get chance to ask **Dave McCartney** about this one, but it appeared to be powered by a Saito twin which is what caught my eye.

**Peter Richards** built this very nice Hawker Hurricane from the Brian Taylor plans. Pneumatic retracts with a restrictor give realistically slow operation of the undercarriage.



## Quiz Results

In the last issue I asked if you knew of any aircraft apart from the Spitfire which had elliptical wings. Well there are quite a few once you start searching, virtually all from the 1930s and 1940s. Some better known examples are the Supermarine Schneider Trophy racers, (predecessors to the Spitfire of course), and the Republic P-47 Thunderbolt.

Most of the others are much more obscure, but include:

US: Berliner-Joyce XF3J-1

Japan: Aichi D3A2 "Val",

Germany: Heinkel HE 70

And the following list is courtesy of **Roger Hillman**

Vickers Windsor

Fairey Firefly Mk 1

Harvey Mace racer (Roger's model of which is shown below)

Skymouse

CAP20

Vickers Armstrong Type 22



## Seen at the Field (2)



Harvey Mace racer by **Roger Hillman**.

### Safety

If you are the first to arrive at the field, note the wind direction and decide where to place the pits.

1. Put them where you will fly away from them on take-off
2. They should be in the positions shown in the club book, and NOT immediately behind the safety fence.
3. Be prepared to change the pits location if the wind changes.
4. If in doubt, consult with other club members.

## Events

Forthcoming events this year:

Thursday 7 <sup>th</sup> June 2007 8pm	Club meeting at the <b>field</b>
Thursday 5 <sup>th</sup> July 2007 8pm	Club meeting <b>and EGM</b> at the <b>field</b>
Sat 7 <sup>th</sup> & Sun 8 <sup>th</sup> July 2007	Woodspring Wings air show
Thursday 2 <sup>nd</sup> August 2007 8pm	Club meeting at the <b>field</b>
Saturday 11 <sup>th</sup> August 2007	Family fun day at the <b>field</b>
Thursday 6 <sup>th</sup> Sept 2007 8pm	Club meeting at the <b>Ashcombe</b>

## Club Meeting Venue



### Email

If you currently get this newsletter by post and you would prefer to get it by email, let me know at the address below. Email recipients get their copy earlier and in full colour!

All club meetings apart from those in the summer months are at the **Ashcombe** pub in Ashcombe Road WSM.

## How to contact the Editor

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Thanks to **Steve O'Brien** for printing and distribution.

The Newsletter is issued (with luck!) 4 times a year, at the end of January, April, July and October. Any contributions should be sent to the editor by the middle of that month.