

From the Pits

The Newsletter of the Weston Model Flying Club

April 2010

www.wmfclub.co.uk



Editorial

Spring is here again and the flying season is about to start, although as I write it's just gone cold again for the Bank Holiday. But according to some it's going to be a good summer, so hope to see you all on the flying field soon.

The big news at the moment is our club's involvement in the Woodspring Wings show this year. Details are inside; please do your best to help. It will be a great boost to the club if the show is a success.

Club Meetings

Just a reminder that the June, July and August meetings are at the field. Now that we have the clubhouse, the meetings will go ahead even if it's raining!

Talking of the clubhouse, we have provided tea-making facilities, but it's expected that anyone making use of them should tidy up afterwards, and NOT just leave it for someone else to do! Please leave the clubhouse as you would wish to find it.

And on a similar theme, please don't leave any rubbish outside either. The brazier is for heat on cold days, it's NOT a rubbish bin. Any refuse should be taken home and disposed of properly.

The stakes marking the pilot boxes seem to be disappearing. Does anyone know where they go? From now on they should be locked in the container after use before any more go missing!

Field Improvements

Roger Chamberlain has been doing a great job in cutting the grass and is now appointed the Club Groundsman! Please help Roger by not attempting to fly when the grass is being cut.

Email address change

I've changed my email address which is now ian@ia42.com, although the old one should still work until the end of this year.

Woodspring Wings 2010 show

This year WMFC is helping the Woodspring Club to run their annual show on Saturday 3rd and Sunday 4th July. We will be getting one-third of the profit from the show and, like Woodspring, will be donating a part of it to charity. Which charities will benefit will be decided at the May meeting.

Robin Muir is organising the flying display, and so far has 96 aircraft booked in, ranging from 26" to 17ft wingspan. He has had no approaches from WMFC B fliers, and asks that they get in touch if they wish to fly in the show.

Ivan Steerment is coordinating the whole show. Here is his message:

Dear Weston Model Flying Club member,

I am sure most of you are aware that Weston Model Flying Club is helping with the Woodspring Wings 2010 show this year.

I in a fit of madness volunteered to be the show co-coordinator as we were told that if they could not find people to take on some of the key roles the show would not go ahead this year.

I am happy to say we have got some people from our club helping but we will need more, we need people to help mark out the traders' pitches a couple of days before the show, people on the gate to collect entrance fees, people to help on the club stand and so on. Anyone willing to help will receive a family pass for both days, also WMFC will receive one third of the profit from the show, I am very sure we can put the money to good use so please consider helping.

You can email me isteerment@gmail.com, or call me on 01934 525990 or 07775 981677. We are also hoping to get the local BBC TV station to come and get some publicity to get more people through the gate. Oh yes I also need everyone to keep their fingers crossed for good weather for the show!

Yours hopefully,

Ivan Steerment

Woodspring Wings 2010 show coordinator and fellow WMFC member

Photographic Society CDs

Ron Bebe is trying to track down the CDs produced when Yatton photographic society visited our flying field and took some excellent photographs of members' models. If you have any of these CDs in your possession please would you return them to Ron or to **Dave Cuff** at the model shop.

The Red Sparrows

Earlier this year, a few of the club members decided to build Hawks from the Tony Nijhuis plan. Of course the Hawk is best known as the mount of the famous red Arrows; these being slightly simpler, the Weston Red Sparrows were born.

The first 4 were ready on the target date of Easter Sunday, and are shown here in the hands of **Mike Pope**, **Pete** and **Will Richards**, and **Paul Lathall**. Although the plan calls for a .25, Paul had put a Weston .36 with tuned pipe in his! Needless to say it was rather faster than the others.



Pete & Will's models are as the plan but Mike and Paul had modified theirs to a slightly more scale outline. However all are reported to fly well.

Any hope of formation flying was a bit optimistic, but I managed occasionally to get all 3 in the same camera frame! The first day was declared a great success.

Unfortunately on the next time out the formation got a bit too close; Mike's plane caught up with Will's and chopped through not only the tail but receiver, servos and battery as well!

So as you can see Mike's is already under repair, and now **Dave Tremelling's** is ready and has flown, so now (at least at the time of writing) there are 4 again.



Any spare equipment?

Hi all,

My youngest daughter Emma (12) has had a couple of flights on the club trainer and found she is quite good. She has asked me if I can get her, her own plane and join the club, and I said I would try to sort it.

So I thought before I go out and buy everything, I would ask our members if they have a trainer plane that is no longer used or needed that could be donated to her or any other items that would help her get started i.e. transmitter servos engine rx anything really. I use a dx7, so any full range Spektrum tx would be great so I can buddy her (somebody may have upgraded their tx).

Recycling is the way forward so we are told! I am sure some people might think this a cheeky thing to ask but in my book if you don't ask you don't get!

Regards,

Ivan Steerment

isteerment@gmail.com

01934 525990

07775 981677

Casualties

Too much down-thrust perhaps? My Acro-Wot, on its first flight after a 12-month layoff, with new engine, re-sprayed cowl and general refurbishment, gained this rather severe nose-down attitude after a very heavy landing.



Mike Pope with, er, one of his recent crashes...



...and **Pete & Will Richards** have had one or two; not sure who's this was but Will is looking rather unimpressed...

Seen at the Field



John Lamb's electric powered own-design flying-wing actually flew OK after the engine thrust line was adjusted.



My Hawker Hart, also electric powered, in the air.



Return of an old favourite – **Mike Pope's** Chilli Wind now “refurbished”.

Jamie Cuff's Wren jet powered plane was a recent visitor.



From the Workshop

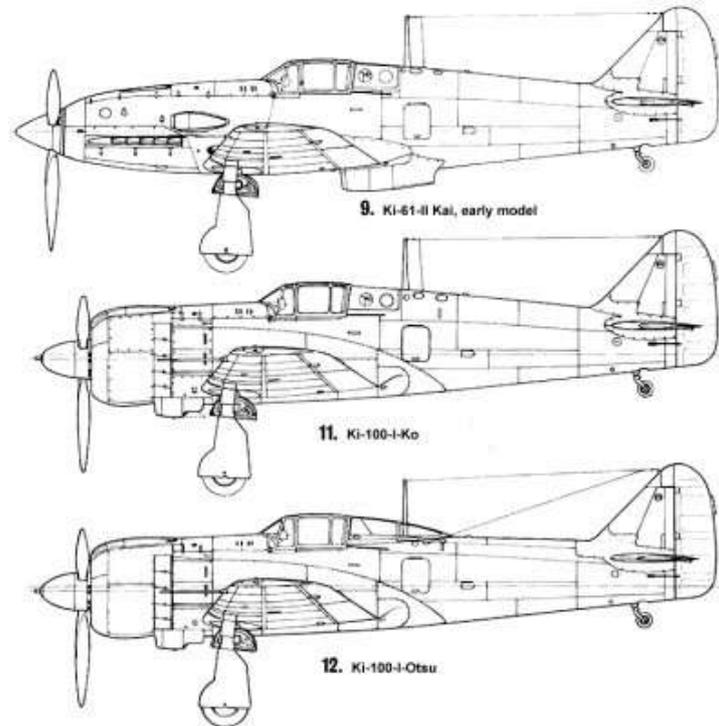
Ignoring my own advice to concentrate on one model at a time, I'm currently building two scale models. The first is the one I hinted at last issue with the scrap views in 'Spot the Model', and is a Hawker Typhoon, the RAF fighter from 1941. It's from the Brian Taylor plan at just over 1/7 scale (actually 1/6.86 because it was designed in Imperial units at one and three-quarter inches to the foot) giving a 72 inch span model and will be powered by a Laser 150.



So far I've got all the bits, including air retracts from Unitracts and laser-cut wood parts from Belair, and have completed the tail surfaces. Could be a long build but I'll keep you posted.

Model number 2 has a long history. Back in 2002 I started a 1/7 scale version of the Kawasaki Ki-61 Hien (also known by the Allied code name 'Tony', Japan's only wartime fighter to be powered by an in-line water-cooled engine (all the others having air-cooled radial engines). The problem here was that because of the slender nose, no conventional 2- or 4-stroke engine would fit without hanging out much too far. The only one which would fit was the RCV 90-SP which was rather unknown at the time. So for that and other reasons it ended up being put away in a box (I had cut out most of the wood parts by then).

And there it remained for 8 years until I dug it out a few weeks ago. Of course what has changed most since 2002 has been the rise of electric power. A modern brushless motor would have easily fitted in the nose. However, I now have a Laser 80 sitting on the shelf, and I suddenly realised that if I converted the Ki-61 to a Ki-100 with radial cowl (see the text box overleaf for the real-life story), the Laser would fit!



So my current thinking is that I'll build an early Ki-100 (middle of the outlines shown) assuming I can make the cowl. Or perhaps the third one with the cut-down rear deck. Decisions, decisions...

Again, progress so far is completion of the tail surfaces.

There are full-size examples of both the Typhoon and Ki-100 at the RAF museum in Hendon, London, so a trip up there is called for soon!



A brief digression into history: Although the Ki-61 was generally successful in terms of performance, there were many reliability and manufacturing problems with the engine.

By 1944 these had become so bad that there were 275 completed airframes waiting for engines. At that point the Japanese military insisted that they be re-engined with an air-cooled radial, and then the only factory producing the engines was destroyed in a US bombing raid which rather forced the issue.

The re-engining was completed in only 3 months and this became the Ki-100, which itself went through a couple more variations before the end of the war.

Nothing changes...

I recently found this old photo of my aircraft collection of approximately 10 years ago. If you look carefully you can see: Acro-Wot mark 1 (I'm now on my second, virtually identical one; Kadet mark 1 (ditto); Hawker Demon (See the Hart photo on page 5) and a 1/10 scale Kawasaki Ki-61. So it's probably fair to say I don't have much in the way of imagination for anything new...



All these are long gone. Mind you, it's taken me 10 years to write off 4 aircraft. There are some in the club who can do that in a week...

Events

Forthcoming events this year and next:

Date	Event
Thursday 6 th May 2010 8pm	Club meeting at the Memorial Hall
Thursday 3 rd June 2010 8pm	Club meeting at the field
Thursday 1 st July 2010 8pm	Club meeting at the field
Sat 3 rd & Sun 4 th July 2010	Woodspring Wings show
Thursday 5 th August 2010 8pm	Club meeting at the field

Club Meeting Venue



All club meetings apart from those in the summer months are normally at the **Memorial Hall**, High Street, Congresbury. If you're coming from Weston, turn right at the traffic lights, park in the pub car park immediately on your left, and the hall is just a few yards further along High St.

The summer meetings (June, July & August) are at the field at Wick St Lawrence.

How to contact the Editor

Ian Armstrong

Address: The Cottage, Roman Rd, Sandford, N.Somerset, BS25 5RE
 Tel: 01934 823 609 (Mobile: 07818 861 580)
 Email: ian@ia42.com

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.