



Editorial

Welcome to this Christmas edition of the newsletter. Merry Christmas, and hopefully Santa will bring you lots of model flying goodies, that is if he recovers from his encounter with Flight 101 here...

We've got some in-depth reports from the AGM by members of the committee. Many thanks to those who contributed.

A lot of good things have happened at the club this year, with the lease and clubhouse etc., so please give the club your full support in 2010. Happy New Year!



AGM Report

The AGM took place at the November meeting, as usual setting the fees for next year and electing the new committee. The total fees for 2010 remain the same as last year, although the BMFA part has risen by £1 for adults & OAPs.

Please remember that club membership runs from 1st January. If you haven't renewed your membership by then, you can't fly at the field! Application forms will be available on the web-site this week and at the December meeting.

Membership Type	BMFA	Club	Total
Adult members	£29	£71	£100
OAPs	£29	£57	£86
Juniors (below 18 years)	£15	£0	£15

The committee remains very similar to last year. The only changes are **Steve Kittridge** as the new social chairman, and **Dave Beacham** joining the safety committee. **John Lamb** continues to do the raffle, although not on the committee. The full list is shown below.

Will Richards was awarded the trophy for Most Improved Flier. This is richly deserved as Will has just passed his B-test, possibly the youngest member in the club to do so.

The award for Clubman of the year was won by **Roger Chamberlain** for his much appreciated work in cutting the grass regularly. Roger of course also acknowledged the help he receives from a number of other members.

The raffle prize of a Wot4 kit was won by **Ivan Steerment**.



2010 Committee

Title	Name	Phone	Email Address
President	Robin Muir	01275 844046	robinmuir.homestead@virgin.net
Chairman	Mike Pope	01934 516869	mikepope@talktalk.net
Vice Chairman	Ron Bebe	01934 838131	Ron.bebe@homecall.co.uk
Hon. Secretary	Mike Ling	01934 625303	Sally6@sky.com
Membership Sec	Pete Richards	01275 852126	louise.richards2@tesco.net
Social Secretary	Steve Kittridge	01934 627570	stephen.kittridge@sky.com
Hon. Treasurer	Pete Gifford	01934 519027	p-gifford@supanet.com
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Auditor	Steve O'Brien	01934 877047	stevejohnobrien@aol.com
Auditor	Robin Muir	01275 844046	robinmuir.homestead@virgin.net



Flying over the cars

We've had to remind people several times about not flying over the cars. Unfortunately some still do. So think about it this way: if you fly over other people's cars, sooner or later someone will fly over yours, like this. And you won't like it...





Beaufighter Build

Many people keep asking me where the Beaufighter has got to, which is rather understandable given that it's been, shall we say, quite a while since I started it. Anyway, it's finally finished as you can see, and now only awaits a suitable day for its first flight. Don't hold your breath...

For those who don't know, it's built to 10th scale from the Tony Nijhuis plan. Power is two SC30 4-strokes, and it's 'near scale' although not far off the true outline. Relative to the plan I reduced the ailerons and increased the flaps to nearer scale size. Air retracts and mechanical tail-wheel retract are included, resulting in 9 servos in total and an all-up weight of 8lb 12oz which rather surprisingly is well under the design target of 9-10 lbs.



Spot the Model

So, now that the Beaufighter (and the Hart, see previous issue) are finished, I'm about to start another scale model. Can you tell what it is based on these scrap views of the real thing? Answer in the next issue, although I think this one is really quite easy.





Vice Chairman's Message

The year is almost over; time to start to start thinking about our ongoing plans for jobs and improvements for our Club for next year.

We have achieved a great deal this year; our new Lease is now securely in place, the Clubhouse is now on site and in use. The patch is now in great shape and we have our new mower which will help us to maintain it.

The fence which will ensure that the patch is not damaged by sheep or cattle has been delivered and will be put in place by the end of December. We have made a good start on the Clubhouse; the ceiling has been insulated and we just have to finish the walls and install the lighting. We also have cupboards and work surfaces to install so we can work on our models doing repairs maintenance etc. Other jobs for the new year include resurfacing the car park and doing repairs to the footbridge.

As you can see there is quite a lot of work to be done so let`s have plenty of volunteers; many hands make light work!!!!

Safe Flying; Happy Christmas and a Prosperous New Year.

Ron Bebe

PS. We hope to have our annual Skittles evening in January; will let you all know when the date is finalized.

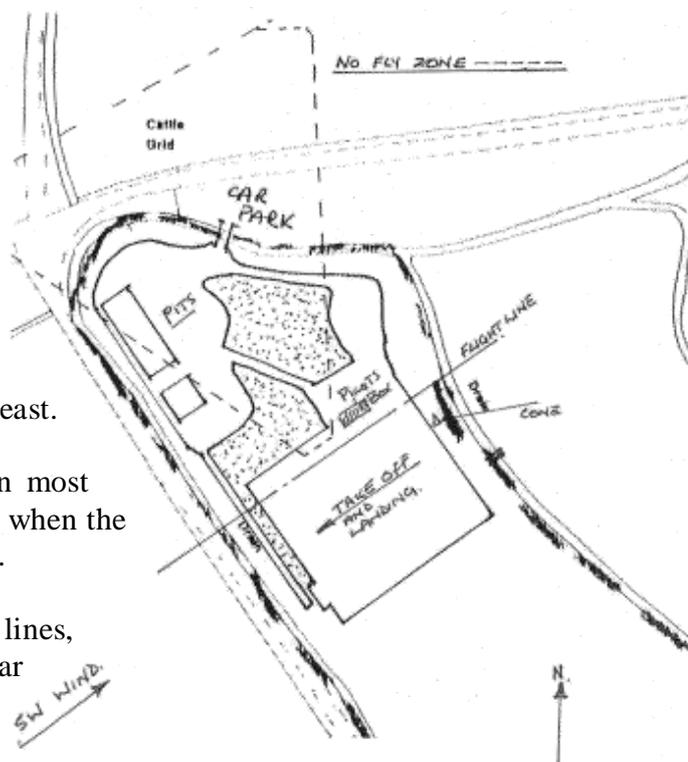


Field Layout

The flying field layout has been revised again. With the addition of the extra 25 metres gained last year with the new lease, the opportunity has been taken to move the whole flying area down. Recently the grass near the clubhouse has been allowed to grow, leaving an area on the far side clear to give a longer run when taking off to the north or north-east.

So the pits will be by the clubhouse in most wind directions, and only on the far side when the wind is from the north-west or south-east.

Note that the area marked by dashed lines, which includes the clubhouse, pits and car park, is a no-fly zone and you **must not fly within it at any time.**



In this diagram the pilot box position and take-off direction are shown for a wind coming from the south-west. On the next page is a description of how to set up the flight line relative to the wind direction.



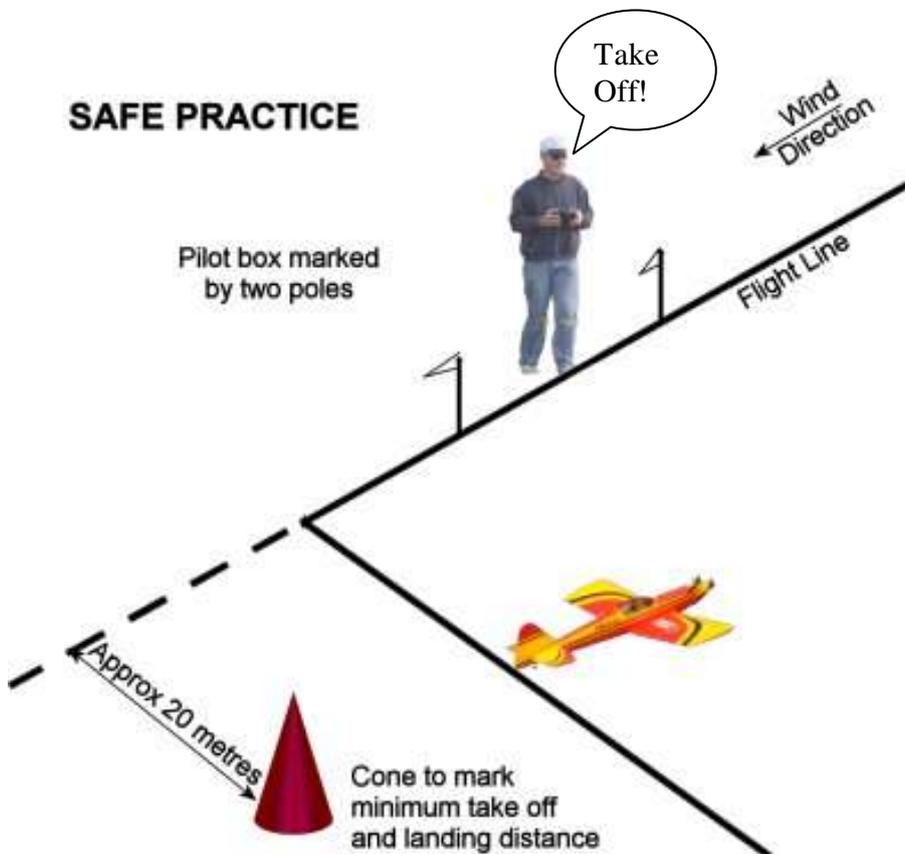
What is a flight line?

A **flight line** is an imaginary line normally parallel to the wind direction and extending either side of the **Pilots box**. All flying takes place in front of this line. It has behind it the pits and cars and this area is known as **dead air space**, this area is a no fly zone.

The Pilots box or area is designed so that the pilots stand in a group or short line; this is towards the take off end of the flight line.

There are two main safety reasons for this-

1. So the Pilots can communicate with each other; e.g. calling take off, landing, dead stick landing, on the patch etc.
2. It keeps all the Pilots in a group. The only people in the active flying area will have informed the Pilots of their intent with a loud and clear instruction; the pilot must acknowledge their instruction before any action is taken.



This diagram shows "Dave" at the flying field using safe practice, you will notice—

1. He has established a flight line parallel to the wind direction
2. He has set up the pilots box towards the take off end of the flight line
3. A cone has been placed to determine the minimum take off and landing distance.

Mike Pope



Membership Secretary's Report

Membership Statistics 2009 - as at 1/11/09

Adult Renewal	22
Junior Renewal	1
Junior New Member	3
OAP Renewal	24
OAP New Member	4
<u>Adult New Member</u>	<u>14</u>
TOTAL	68

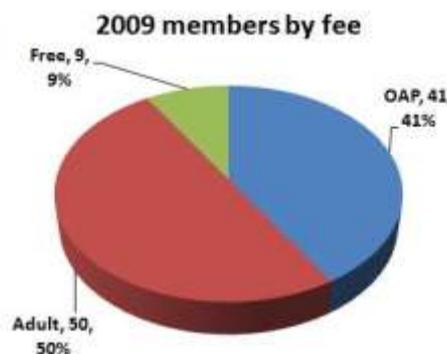
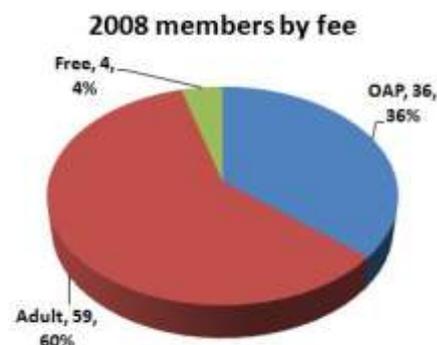
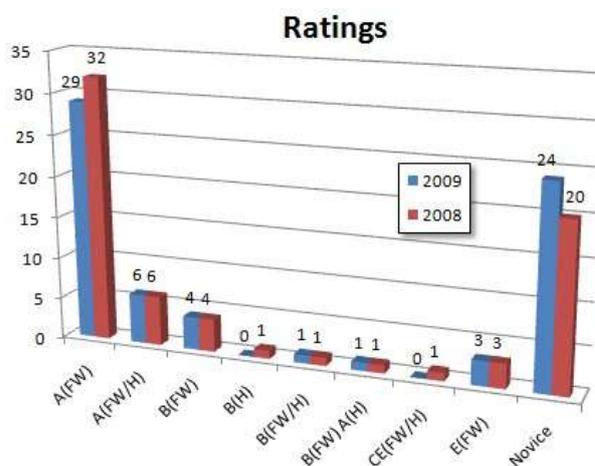
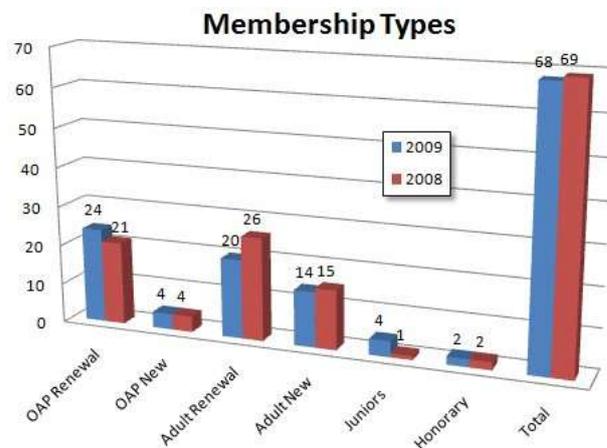
Novice	24
A(FW)	30
A(FW/H)	6
B(FW)	3
B(H)	0
B(FW/H)	1
B(FW) A(H)	1
CE(FW/H)	0
E(FW)	3
TOTAL	68

WMFC Fees Received £3780
 BMFA Fees Received/Paid £1259
 20 members did not acquire their 2009 BMFA insurance through WMFC
 22 members have paid club hut key deposits of £10 - £220.

Commentary

- Membership is holding steady at 68 – broadly the same for the previous 2 years
- 65% of members hold at least a BMFA A Rating (71% in 2008)
- We have seen a reduction in income this year (down from £4425 in 2008 to £3780) due in the main to the change in our membership mix
 - 50% members paid an adult fee in 2009, compared with 59% in 2008
 - 9% members paid no fee in 2009, compared with 4% in 2008
- We did have a cash flow issue - only 17/46 (37%) renewal fees due were received before April. As a reminder membership fees are due on 1st January each year

Pete Richards





Treasurer's report

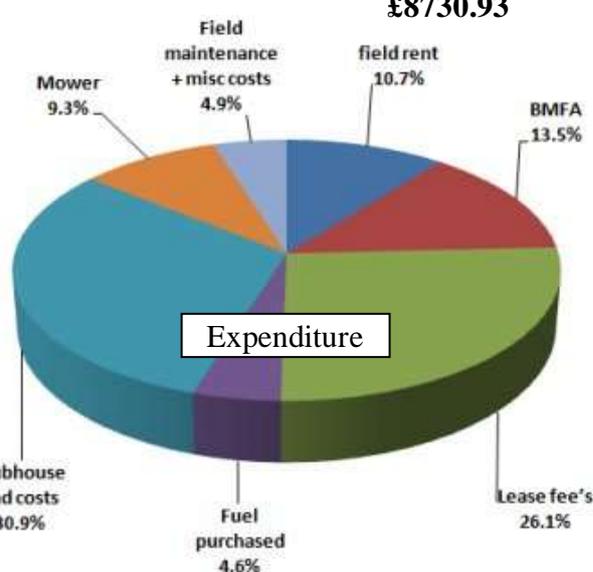
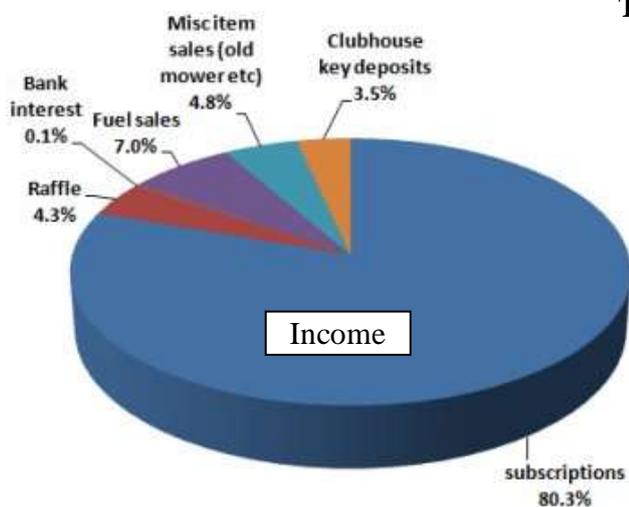
Accounts for the period 6/11/2008 to 5/11/2009 prepared by Peter Gifford and audited by Steve O'Brien

Start of year balances	high interest	£2220.87
	Current	£11873.12
	Cash	£2.28
	Fuel stock	£161.80
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	Total	£14258.07

Income	subscriptions	£5039.00
	Raffle	£267.00
	Bank interest	£4.74
	Fuel sales	£437.83
	Misc item sales (old mower etc)	£303.12
	Clubhouse key deposits	£220.00
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	Total	£6271.69

Expenditure	field rent	£1260.00
	BMFA	£1598.00
	Lease fee's	£3076.25
	Fuel purchased	£543.15
	Clubhouse and assoc. costs	£3643.16
	Mower	£1099.99
	Field maintenance + misc costs	£578.28
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	Total	£11798.83

End of year balances	high interest	£2223.32
	Current	£6226.58
	Cash	£137.43
	Fuel stock	£143.60
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	Total	£8730.93





Treasurer's report (continued)

As you can see from previous pages we have had a very expensive year, finalising the lease, buying, moving, and starting to insulate and board out the new club house, buying the new mower, and totally funding the family day has massively reduced our bank balance!

We also now have to look forward to another year or two of large out goings to repair and alter the field to the best design possible, a few of the things that are planned are to re-surface the car parking area, finish the club house (insulating, boarding, lights, work surface and kitchen area), repair the main bridge as the old one is rotting badly in places, and buy and fit the fence to keep the sheep and cows out.

These outgoings are the main reason that the subscriptions have been voted the same this year, as on the face of it the bank balance still looks quite healthy but you need to bear in mind that there is a ring fenced amount of money so that in the event of the club having to fold there is money set aside to protect the trustees, and to put the field back as it was before we arrived. This comes to around £6000 which really has an effect on our available funds, but I'm sure you all agree that the work done in and around the field will be well worth it.

Pete Gifford



Email

When you fill in your application form this year, don't forget to give your email address if you have one. If you change it (or acquire one) during the year, please let the following people know:

- + The secretary (**Mike Ling**) who sends out announcements to members by email
- + The membership secretary (**Pete Richards**) who keeps the membership records
- + Me (**Ian Armstrong**) as the newsletters are sent out by email

Safety

Don't fly over the field when there is anyone else on it! When someone shouts "on the patch" all fliers should respond to show they've heard, and should keep their aircraft well away from the patch.



Flying over the cars

DON'T FLY OVER.....
OK, I give up...





Blind Nuts in Blind Holes

Sounds rude, doesn't it! But when you want to attach an engine mount or a tail wheel (or anything else) using blind nuts and you can't get to the rear of the job, then how to get the blind nut in place is not immediately obvious.

My solution to the problem (in this case a tail wheel) is described below. There was no way that I wanted to have a steerable tail wheel that was attached solely by self tap screws. I felt that at least one blind nut would be needed for security.

Photo 1 shows what I wanted to achieve. At this stage, the tail wheel is held at the rudder post by a single self tap screw. The blind nut and bolt were to be positioned about 35 mm (1½") further forwards.

With the tail wheel bracket rotated onto the centre line, a pilot hole to clear the bolt diameter was drilled in the fuselage bottom.



Photo 2. Now rotate the tail wheel bracket away from the centre line and drill out the pilot hole to clear the central pillar of the blind nut. Now the tricky bit; how to get the blind nut into place? My solution was a piece of thin wire pushed up from the bottom and bent out from the tailplane hole.

Photo 3. The blind nut is now slid onto the wire and is ready to be dropped down the wire to the bottom of the fuselage. Make sure that the teeth are pointing in the right direction



Photo 4 gives a clearer idea of the positioning of the blind nut before dropping. When the blind nut is dropped in, it will slide down the wire when its central pillar will locate in the hole. If it doesn't, shake the wire gently and encourage it into place.

Photo 5. Fortunately, I had a convenient opening in the side of the fuselage. I used a flat blade screwdriver to gently engage the teeth of the blind nut into the wood. The wire was then withdrawn through the bottom of the fuselage.

If no convenient hole exists, a suitable size of hex nut can be tied to the wire. Locate the hex nut against the blind nut when a gentle tug on the wire will engage the teeth of the blind nut.



Photo 6. The fitting was rotated back into position and the bolt gently inserted into the threads of the blind nut. The bolt was gradually tightened until the blind nut was fully embedded and the fitting was tight. Do remember to use Loctite where appropriate!



Job done!!

Robin Muir



1928 Buhl Sport Airsedan

The Airsedan was a three place cabin sesquiplane* of high performance and comfort. It was aimed at the sportsman pilot or business man who would want to own and enjoy a fast comfortable aircraft without the need for warm clothing, helmet and goggles.



The plane had the speed and verve of a high powered open cockpit biplane but with the attraction of a roomy cabin for three and a payload that would allow adequate baggage to be carried for all on board.

The wingspan was 36 feet and the length 28 feet. Power was provided by a Wright Whirlwind J5 engine of 220 horse power. The max speed was 134 mph with a cruise speed of 112 mph.

The wingspan was 36 feet and the length 28 feet. Power was provided by a Wright Whirlwind J5 engine of 220 horse power. The max speed was 134 mph with a cruise speed of 112 mph.

This sport scale model was designed by the late Brian Peckham and has a full built-up construction. With a wingspan of 70 ins and it is powered by a OS52 four stroke. The model was built by me in the early 1990's. While convalescing from a stroke and unable to fly I finally completed the model in 2009!!

Post script – As it took almost 20 years to complete it will probably be a few more years before I buck up courage to fly it!!

Gerry Crossman

- A Sesquiplane (meaning one-and-a-half wings) is a biplane with the lower wing significantly smaller than the top one.



Let's Learn to Fly

So you've got your brand new model plane for Christmas, now we'll show you how to go about getting it into the air. Although it's only a model, you should take the same care as the experts, the professional pilots of full-size aircraft, who always know what they're doing.

Firstly, check the CG (centre-of-gravity). If it's too far back, the plane may not sit correctly. It's also worth thinking about this for land-based forms of transport as well.



Don't forget to check that the wings are of equal weight. Sloppy building can leave one wing heavier than the other, unlike the careful manufacturing processes of full-size aircraft.



In the pits, always use restraints, especially if you're beside the ditch; you wouldn't want your model to fall over the edge.

Make sure your engine is properly tuned. It's not very easy to adjust it in the air!



When flying, keep an eye out for trees, wires etc. You'd look rather foolish if your model ends up hanging from them.



Similarly, beware the ditches around the site, or your model may end up rather damp...

This is particularly important if you fly larger models...



...while small models may disappear into the undergrowth and be rather hard to find.



Landing; most model flyers find this hard to begin with, although professional pilots make it look easy. Don't put the brakes on too soon!



Above all, don't despair. All of us have managed to put our models in vertically some time or another, hence the name of our "rhubarb stick" trophy. It could only happen to a model!

And finally if you're flying away on holiday this Christmas, just relax and forget about all this, you're in the hands of real professionals.





Seen at the Field

Pete Richards' Red Arrows Hawk.

In Pete's words:

"Flew on Sunday for the first time – much more successful than the Panther!

All foam – airframe made up from spares with my own power set up - for the electric techies it's a sapac 64mm fan running on a 4000kv outrunner, 40amp jeti esc. Flight time approx 5 minutes on a 2200 3s 20c lipo.

Some glitches but not too bad seeing

I'm still on 35meg. Will try re-routing the aerial. Pretty hairy!!!!!"



Roger Chaimberlain does a great job cutting the grass – but here he is probably wishing he'd cut the hedge as well...



A Christmas Fairy Story

Once upon a time, a young man asked a young lady, 'Will you marry me?' The young lady said, 'NO!' And the young man lived happily ever after and went flying, rode motorcycles, went fishing and hunting, played golf a lot, drank beer and scotch, had money in the bank, left the toilet seat up and farted whenever he wanted.

The End



And Finally...

Now do you see why flying over the cars is not a good idea??





Events

Forthcoming events this year and next:

Date	Event
Thursday 3 rd Dec 2009 8pm	Club meeting at the Memorial Hall
Thursday 7th Jan 2010 8pm	Club meeting at the Memorial Hall
Thursday 4 th Feb 2010 8pm	Club meeting at the Memorial Hall



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.



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The Newsletter is normally issued 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.

