

# From the Pits

The Newsletter of the Weston Model Flying Club

December 2014

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



## Editorial

It's been a while since the last newsletter, and a lot has happened since. It's been a good summer for flying, many improvements have happened at the field, and we have an almost entirely new committee! And now it's almost Christmas, so may I wish you all a Merry Christmas, Happy New Year and good health and flying into 2015.

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## Club Meetings

From the December meeting onwards we have a new winter venue. We now meet at the **Ebdon Arms** in Wick-St. Lawrence. This is just a few minutes from the field, and is passed on the way there if you're coming from Worle. Members at the first meeting there in December rated it as an excellent venue.

Please note that the January meeting will be on the 8<sup>th</sup> of January, since the first Thursday falls on New Year's Day. It will be a Bring and Buy event, so grab a bargain or take the chance to dispose of those unwanted Christmas presents...

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## Club Etiquette

A few points to remember to avoid making yourself unpopular at the field:

- Don't leave models on the stands when you're not using them, as others may be waiting.
- Don't start up on the patch. If your engine stalls or you need to connect the battery etc., move off the patch and behind the pilot boxes so that you're not holding anyone up or getting in their way.
- When parking, please park at right angles to the road, or if inside the car park then just at a slight angle to the inner edge as shown here. Don't park right at the near end facing the path to the bridge, as that then then blocks several potential spaces.



## BMFA Grants

Thanks to the efforts of **Robin Muir** and **Mike Pope**, the BMFA Western Area gave us a grant of £500 for our winter improvements, which we have put towards the cost of the ground mats as described on the next page.

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## Field Improvements

Much progress has been made at the field this summer. We now have an updated solar charging station with the addition of two new panels making 3 in total. The ground mats have been fitted as shown here which should stop the pits area becoming a muddy swamp as has happened in past years.



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## Club Improvements

It is now possible to pay your club and/or BMFA fees by BACS using Internet or telephone banking. Details are on the Application form which is available from the Website (Membership Page), or phone our Membership Secretary **Richard Williams** on 07843 231790. Please remember that even if you pay by BACS you must still fill in an application form, this can be posted to Richard, or scanned and emailed.

Richard is also offering personalised membership cards this year, email him with your choice of photo or image. It will be interesting to see what some people have chosen!

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## Forum

The club Forum continues to be well used, particularly in the run-up to the AGM! In fact we had so much traffic to the website that we had to get the bandwidth increased. Generally though everyone on the forum has been well behaved with no insults flying. Just one point however, sometimes it is not immediately apparent who someone is, so if your real name is not obvious from your username please add at least your first name in your Signature. This can be done using the **User Control Panel**, clicking on **Profile** then **Edit Signature**.

## AGM Report

### 2015 Committee

There have been more changes in the committee this year than for many years, with only the Vice-Chairman and Secretary positions remaining the same. **Gerry Crossman** is our new President and **John Cable** our new Chairman. Thanks were expressed to all the retiring committee members for their excellent achievements.

Title	Name	Phone	Email Address
President	Gerry Crossman	07989 313474	<a href="mailto:gerevc@gmail.com">gerevc@gmail.com</a>
Chairman	John Cable	07969 362303	<a href="mailto:get2johns@gmail.com">get2johns@gmail.com</a>
Vice Chairman	Ivan Steerment	07500 530095	<a href="mailto:isteerment@gmail.com">isteerment@gmail.com</a>
Secretary	Ian Armstrong	07818 861580	<a href="mailto:ian@ia42.com">ian@ia42.com</a>
Treasurer	Tom Flynn	07960 030357	<a href="mailto:flynnthomas@sky.com">flynnthomas@sky.com</a>
Membership Sec	Richard Williams	07843 231790	<a href="mailto:rich.john.williams70@gmail.com">rich.john.williams70@gmail.com</a>
Safety Officer	Gordon Burch	01934 709611	<a href="mailto:gorburch@hotmail.com">gorburch@hotmail.com</a>

### Other Roles

**Robin Muir** continues as our BMFA representative, and **Pete Gifford** becomes our Auditor.

### 2015 Club Fees

Since most of the committee were new, and there was also a member's proposal relating to the level of fees, it was decided to defer setting next year's fees until the December meeting, which was therefore an EGM.

At this meeting it was decided to leave the fees the same as last year, but to introduce, for 2015 only, a special introductory offer of £50 open to new and past members who were not in the club in 2014.

Membership Type	Club	BMFA	Total
New member 2015 only	£50	£32	£82
Adult member renewal	£82	£32	£114
OAPs (65 & over) renewal	£67	£32	£99
Juniors (below 18 years)	£0	£17	£17

### Other Points

The Clubman of the Year award went to our departing Chairman **Mike Pope** to crown a very successful year at the helm. Equally well deserved was the award for Most Improved Flier to **Colin Coombes**.

### Seen at the Field

Pat Teakle's Junior 60 powered by a Taplin Twin diesel, not often seen these days. A lovely sound, although it did take quite a bit of starting, and model diesel is very expensive.



## From the Chair – an introduction from our new Chairman

Hi playmates,

Well it's been a little turbulent getting here, but all now seems settled and the club has held together; the new crew is settling in and finding their way around their various tasks, making plans and looking for ways to enhance and improve the club's amenities, finances and safety.



We hope over the winter to make some adjustments to the way the club operates, such as paying subs, the club meeting venue and content, competitions, model reviews, guest speakers and the forum.

I'd like to thank the members for choosing me to be your chairman and for those who don't know me I thought I'd give you a little background.

My fascination with all things mechanical goes back as far as I can remember. My father was an ex-forces Royal Engineer and my grandfather a bus mechanic for 50 years, so I guess iron & steel, oil & petrol are in my DNA.

I've always been very hands-on from an early age; model making came easy as I made cars, planes and boats from balsa, tissue, dope, model kits, mainly free flight stuff but great fun.

I left school in the early 70's at the age of 15 and started work as an apprentice at Westland Helicopters. Westland had quite a few model makers, so I soon got involved with RC gliders, fixed-wing IC trainers, combat wings and a bit of Club 20 racing. In 1979 I joined the 10th scale IC cars racing at Mendip Model Raceway for a couple of years followed by Weston Off-Road Models, racing 10th scale off-road electric buggies. I formed WORM as it was and still is known with Mark Pope (yes Mike's brother). I ran WORM for a number of years as chairman, but as my two lads got older and work circumstances changed I gave up modelling for a while as my boys' hobbies of BMX and mountain biking and then cars and motor bikes took over most of my time and spare cash.

Jump forward a while! To 2010; my boys had left home and life was a little easier, I'd become somewhat disheartened with cars and motorbikes and I was looking for a new hobby.

I found myself with a tiny little helicopter I bought off eBay After wrecking the wife's lamp shade and curtains in the lounge I had to get some new blades for the model helicopter so I arrived at Model Discounts and that was it, I was hooked again. A v2 helicopter to start with, that was followed by some foamies, many trips to the shops, the internet, flying crashing, flying crashing etc etc . I was eventually led to the club, and as they say, the rest is history...

Some have ask why HotRod on the forum? Well that's simply a nod to a lifelong passion for those engineers who modify anything to make it faster to break records with bikes, boats, cars and planes.

Happy Landings

**John Cable**

## Safety Review Dec 2014

Hi all this is the first Safety Review since my election as Safety Officer and I feel I need to bring to your attention a couple of issues.



I recently witnessed a very large four stroke engine in the process of being run in; although restrained it was facing into the pits area. When I approached the running engine it misfired, and stopped abruptly, this launched the spinning propeller, prop nut and washer about 5 metres towards other flyers, they could have gone anywhere. I don't want to labour the point but I think we are all aware that for safe operation we must have our prop driven aircraft restrained and facing outwards in the pits area away from other club members.

It has been noticed that a number of novice members that do not have their 'A' certificate are flying solo without being supervised. Solo flying of light electric 'slow-fly' type models of no more than 1kg weight is allowed, but anything else still requires you to have an A-certificated member standing with you.

It probably goes without me saying that when I am not present at the club site consider any committee member to be the current Safety Officer who can deal with any issues.

Finally don't forget to put your club membership card to the frequency peg board each flying visit.

### Future Safety improvements being considered.

#### **Catch fencing.**

There are plans to improve the safety catch nets/hedge surrounding the Pitts, preventing rogue planes penetrating the area. (Probably open weave plastic netting roughly 1 meter high).

#### **Flight line.**

The flight lines whilst flying are not always apparent and it's very easy to stray over the car park area.

To assist in making it more obvious considerations are being given to marking the line with white poles at each end of the line possibly with further wind socks.

I will be producing a Safety Bulletin sheet on the club house notice board for all to view so please look out for that.

If you have any safety issues/concerns or suggestions please don't hesitate to contact me.

**Gordon Burch**

Safety Officer

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## Website

A new feature on the Gallery page this year has been **Nostalgia Corner**, an occasional look back to some of the 12,000 photos I've taken on the flying field in the last 12 years. Despite my reputation for eagerly capturing crashes(!), the vast majority are of flying models and club scenes, and I hope the selection here represents that.

## Membership Matters

Hi,

Firstly I would like to say a huge thank you for the show of hands at the AGM voting me in as this year's Membership Secretary. It is a great privilege to be at the front end of what I consider to be a fantastic flying club. It is always a great pleasure to be around such a decent bunch of guys and enjoying this great hobby.



For those that don't know me, I have been a member of the club for around 2 years now. I used to fly helicopters when I first joined having flown helicopters at another club for a couple of years before that. I took my helicopter A certificate at my other club and became what I would call a reasonable sport flyer doing plane type aerobatics with my helis.

Unfortunately I was never going to be a 3D heli god like some of our fellow helicopter boys are, due to my thumbs and brain not talking to one another quickly enough and mainly the huge bank account required for the repairs required when pursuing 3D helicopter flying. After having a major incident with an expensive helicopter at the end of last year, which I had saved for, for about 6 months and more or less completely written off, I stood back and took a long hard think about whether I should continue flying these machines.

In the new year I decided to give fixed wing a try and see how I got on initially thinking I wouldn't stick it out. I used to fly fixed wing with my father when I was a teenager, but this was many moons ago and long forgotten.

I bought a foamy Riot and gave it a shot. The transition from helicopter to fixed wing was fairly straight forward and I soon found myself truly enjoying the hobby again. Fixed wing is far more relaxing and thus this is making me progress much faster than I ever did with the helicopters.

I then took my A test about 6 months after starting fixed wing and passed. I now have a pretty decent fleet of planes and enjoy flying each and every one of them more and more each time I fly.

Now with regards to my new role within the club. I am not new to committee business. Before I started flying models I used to be in to parakarting (Large 3 wheel sand buggies powered by big foil kites up to 16m squared blating along huge beaches at 60mph with no breaks) I did this for about 10 years. I used to belong to the local club, Wind and Wheels where I used to partake in racing both locally and nationally. I was in the top 10 in the UK and represented my country in Europe so the sport took me far and wide visiting some stunning locations. As well as the racing side I was heavily involved in the committee both for the local club and at times on the national racing scene. So I hope to bring that experience to WMFC as a committee member.

I feel passionate about this club and want to help in its smooth running where ever possible. I would have taken any role in order to help out but Membership Secretary is where I am.

I want to continue on from my successful predecessor, **Pete Richards** and hope I can do the job equally as well as he did for many years before me. Hopefully I can bring in a few new ideas along the way and hope you guys like them. I will be looking at organising some fun

flies in the new year for the spring and summer, hopefully with some sponsorship from some shops. Would be great to have a few prizes up for grabs.

So, that's me. I hope 2015 is a great year for our club and I can't wait to help making it fun for everyone at the field.

Finally I would like to say a massive thank you to all the people both on and off the committee, past and present, who have made this club what it is today.

Cheers,

**Rich Williams**

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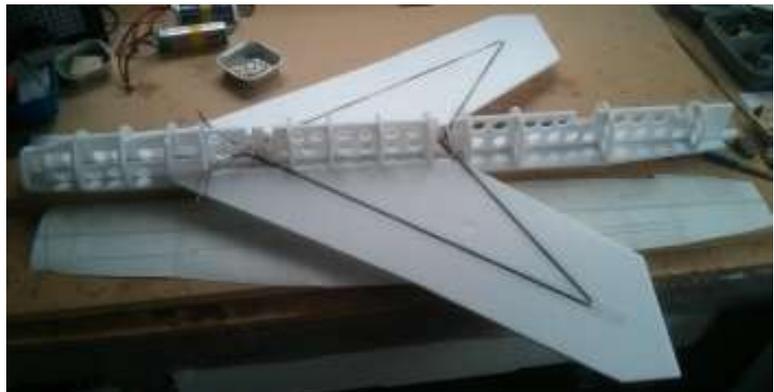
## From the Workshop

### *Lightning Pusher Jet*

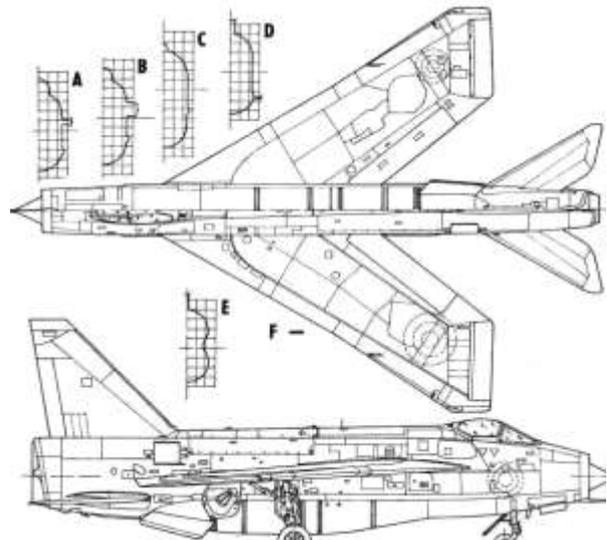
Despite having at least 4 unfinished models in the workshop, I'm afraid I've started another one. This is another Depron model, an English Electric Lightning pusher jet. It's slightly larger than my Bandit, but I think I can keep the weight down enough so that a slightly larger motor will give adequate power.

It's scratch-built, starting from a 3-view scaled up to the right size; 1m (39") long and 732mm (29") span. I hope to glass it with lightweight glass cloth and Poly-C for durability, but if weight is an issue I will leave it uncovered and just paint the Depron.

I'm trying out some lightweight construction techniques seen on some of the RCWorld forums. First the horizontal and vertical profiles are cut out and formers are added. Then almost everything has holes cut in it to save weight before the structure is skinned. So on this model I'm using 6mm profile and formers, and then skinning with 5mm Depron.



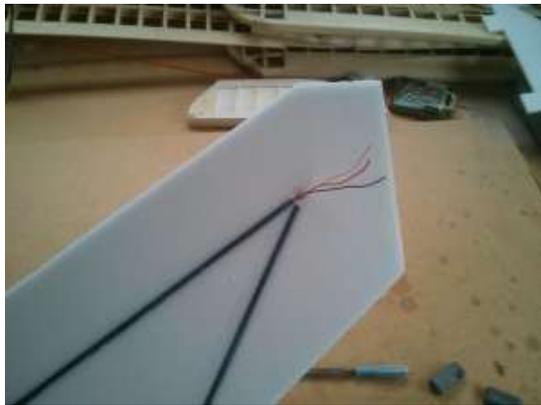
Much patience is required when cutting the holes as there are rather a lot... Each 18mm hole removes just 1/16<sup>th</sup> of a gram, but as they say, every little helps!



The Lightning fuselage is a relatively simple shape in that the top and bottom are semi-cylindrical and the sides are flat, apart from slight tapers at the nose and tail. The method for bending the 5mm skin is again borrowed from the Internet. The panel is cut to size, brown parcel tape is applied to the outside and the panel is bent over a tube as shown, the tape prevents cracking. Using this method the Depron can be bent right back on itself, into quite tight curves.



As the wings are quite long and are just 6mm sheet, I've used two 6mm carbon-fibre tubes to give extra stiffness. One of these is also used to hide the aileron servo wires as the servos are right out at the wing tips.



To make all those holes I made a sharpened tube with spring-loaded plunger to quickly get the cut-outs out!



As the CG position is not obvious, I've done some calculations and also made a simple profile 'chuck' glider as a check.

At the time of writing the wings are done and I'm just starting to skin the fuselage top. More progress reports on the Forum!

## Events

Forthcoming events this year and next:

Date	Event
Thursday 8 <sup>th</sup> January 2015 8pm	Club meeting at the Ebdon Arms
Thursday 5 <sup>th</sup> February 2015 8pm	Club meeting at the Ebdon Arms
Thursday 5 <sup>th</sup> March 2015 8pm	Club meeting at the Ebdon Arms
Thursday 2 <sup>nd</sup> April 2015 9pm	Club Meeting at the Field

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## Website

Don't forget that all previous issues of the newsletter since I started doing it (back in October 2001!) are available on the club website [www.wmfclub.co.uk](http://www.wmfclub.co.uk). I also try to keep the Gallery section reasonably current with photos taken when I'm at the field, there is now a forum to exchange ideas and experience, and finally don't forget the For Sale section where you can add your own For Sale and Wanted adverts.

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## Club Meeting Venue

All club meetings in the winter months (October to March) are normally at the **Ebdon Arms**, Lilac Way, Wick St Lawrence BS22 9WE. If you're coming from Weston it's along Ebdon Road on the way to the field, on your right shortly after the Crematorium.

The summer meetings (April to September) are at the field at Wick St Lawrence.

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## 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](mailto: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.

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