

Editorial

Once again it's the start of a new year. Last year was a good one for the club, with a healthy membership position including a number of new members, and the signs are that this year will be just as good. The fun-fly will be resurrected this year (see later), so come along and join in; it's good fun.



AGM

The AGM took place at the Bristol Hotel on Nov 7th. The new committee was elected and the full list is given below. **Mike Pope** returns as our new chairman. It was also decided to appoint a third safety officer, and **Alan Meaney** will take this post.

Continuing the policy set two years ago, the fees have been increased by slightly more than inflation in order to help the club save towards the cost of buying its own field. To encourage more young blood in the club, fees for junior members (under 16) were abolished, meaning that they only have to pay the BMFA fee.

The 2003 Club Fees were therefore set as:

Full members:	£60 (£37 + £23 BMFA)
OAPs:	£40 (£17 + £23 BMFA)
Juniors	£13 (£0 + £13 BMFA)

Flying Site Improvements

Thanks go to several members for work around the site recently, including **Steve Hockey** for fixing the broken slats on the bridge, **Ron Bebe** for trimming the hedge by the bridge into the East field and **Mike Pope** for providing the model restraints now hung on the notice board. Also thanks to those members who cut the grass!

Clubman of the Year

As usual at this time of year the 'Clubman of the Year' trophy is decided by a secret ballot and awarded to the club member who has done most for the club in the past 12 months. This year we had a tied vote, so the joint winners are **Gerry Crossman** and **Mike Pope**. Congratulations to both.

2003 Committee

POSITION	NAME	PHONE	EMAIL
President	Pat Teakle	01934 822147 or 0973 951812	
Chairman	Mike Pope	01934 516869	
Vice Chairman	Kevin Aldridge	01934 853159	kevin.aldrige@talk21.com
Secretary	Ian Armstrong	01275 392 995	iarmstrong@cix.co.uk
Treasurer	Steve O'Brien	01934 877047	sjo@globalnet.co.uk
Membership Sec	John Hopkin	01934 522786	saxwing@talk21.com
Social Secretary	Steve Ball		liz@stace15.freereserve.co.uk
Safety Officers	Paul Lathall Mike Adams Alan Meaney	01934 642883 01934 516237	plathall@dsl.pipex.com alan.meaney@hutton-cottage.freereserve.co.uk
Chief Examiner	Terry Davis	01278 420436	
Club Examiner	Paul Lathall	01934 642883	plathall@dsl.pipex.com
Club Examiner	Mike Adams	01934 516237	

Restraints

This is a subject which has provoked much discussion recently. There have been one or two incidents where a model has not been fully restrained, potentially causing a nasty accident if the plane had run forward into the pits where people were standing.

Opinions are divided on whether this should become a club rule or merely a recommendation, but all are agreed that everyone should be encouraged to use them. So, when you have a model in the pits, remember:

- Use restraints. If you don't have your own or forget to bring them, a few sets are provided by the club and left at the field. Otherwise, improvise or borrow some.
- Turn the model to face out of the pits when starting the engine. This is good practice anyway, even if you use restraints, but is essential if you don't.

Restraints are very easy to make. Some examples are shown here, and can be made from:

- Wooden dowel covered with pipe insulation foam
- Copper pipe and bends soldered together
- Large screwdrivers

Although we have three safety officers, remember that we are all responsible for safety at the club. If you see someone not using restraints, they have probably just forgotten, so politely remind them.



Fun Fly League

Due to weather, apathy and other causes, only one round was held in 2002, namely a timed flight which was won by **Robin Thompson**, with **Steve O'Brien** only 1 second behind. Hence Robin was awarded the trophy.

This year we hope to revive the contest with 6 rounds, of which entrants can choose their best 3 at the year end. This should give a better chance to those who cannot attend all events. The contests will be held monthly in the summer from April to September, on the first Sunday after the club meeting.

Safety (1)

Mobile phones (again...) For the benefit of new members, the club policy is that mobile phones should be left in the cars and must **NOT** be brought on to the field. This is consistent with the advice from the BMFA.

Words of Wisdom...

Some philosophical thoughts on model flying. Thanks to **Peter Jones** for these, originally in Model World magazine.

Take offs are optional. Landings are mandatory.

Flying is the second greatest thrill known to man... Landing is the first.

It's best to keep the pointed end going forward as much as possible.

Everyone already knows the definition of a 'good landing' is one you can walk away from. But few know the definition of a 'great landing'. It's one after which you can use the airplane another time.

The probability of survival is equal to the angle of arrival.

Good judgement comes from experience and experience comes from bad judgement.

Try to keep the number of your landings equal to the number of take offs.

Gravity never loses! The best you can hope for is a draw.

Sandown Model Symposium

Dates for this popular event this year are 3rd & 4th May 2003.

The Engine - Air Leaks

Why do old engines run poorly? Why do otherwise good engines sometimes become hard to adjust and difficult to keep running? Why do some engines continually lean out badly when the planes nose is pointed upward? There are a zillion answers to the above questions - but a good answer for any of them could be an air leak. After all, an engine is nothing more than an air pump; anything that destroys the efficiency of the pumping action will show up as poor performance, one way or another.

First, some basics - we must understand that unlike a four-stroke engine, our two strokes USE THE CRANKCASE as a pump. Naturally, we have to have a good, airtight seal in the combustion chamber for good compression. But in a two-stroke engine, we also must have an airtight seal in the crankcase, also. As the piston moves up to compress the mixture in the combustion chamber, the crankshaft valve under the carb opens, and fresh mixture is then sucked into the crankcase. And as the piston moves down on the power stroke, at the same time the intake valve closes, and the mixture in the crankcase IS COMPRESSED. Only when the piston gets down far enough to open the transfer ports is that crankcase pressure released, squirting the fresh mixture into the cylinder under pressure.



So, not only must we have good seals in the top part of the cylinder - around the head gasket, the glow plug, and, of course, the piston itself - but we must also have good sealing in the lower part of the crankcase. This involves the seal on the backplate, on the front bearing housing if the engine has a removable one, and at the front bearing area of the crankshaft. Note that all these are relatively fixable except the last - in nearly all cases, its not the bearing that seals the crankshaft, but the fit between the crank and the housing itself that provides the seal. When an engine is "too worn out" to adjust and run properly, this area may be the culprit. But the major source of air leaks, and the first area to start looking for them, is the carburettor.

First, the carb must be sealed in its connection to the crankcase – usually an "O" ring. The barrel inside the carb must make a good fit inside the carb, or it will leak, on the low-needle side. The needles themselves must be sealed. The fuel intake fitting must be sealed, as must be the one or two screws that hold in the barrel and provide a low speed throttle stop adjustment. Leaks around the carb are doubly bad in that they're hard to find. Only suction is involved in the carb area - pressure is also involved in the crankcase seal areas, and thus, if there's a leak, you will normally see it in the form of fuel or oil coming out. But around the carb, only suction is involved, and air leaking in will not show!

There are other air leak possibilities besides the engine. The fuel feed line is an obvious one, both inside and outside of the fuel tank. And don't forget the pressure line, and its fitting on the exhaust.

By Clay Ramskill (article taken from Clay's RC Newsletter Ink at www.mindspring.com/~cramskill/inkclay.htm)

Seen at the Field



Robin Thompson's Messerschmitt 108 from the Graupner ARTF kit, features retracts and flaps. Power is an ASP 90 4-stroke from **Just Engines**. Robin has nothing but praise for the service he gets from this company.



...and here's Robin taking off, not having noticed the branch caught on the tail-wheel. A ten-minute flight failed to dislodge it, and the model landed with the branch still attached!



Mike Pope's new Hawker Hunter. More details in a future newsletter (if it lasts that long, Mike's models rarely do...)

Before & After



Pat Teakle's XtraWot sustained quite a bit of damage after the wing came off in mid-air (see last issue). However, the wing was OK if a little wet, and Pat has re-built the fuselage, so the XtraWot has flown again. Still something missing though Pat, shouldn't it have a cowl??

Aerial Photography

Never one to avoid pinching other people's good ideas, I note that our illustrious near-neighbours the Woodspring club have recently run a competition for aerial photographs of their site. Unfortunately, even with their large membership, only two people entered.

Surely we can do better than that? I have heard some members talking about the subject, so here is a challenge: Strap your Instamatic onto your WOT-4 or whatever, and take some pictures of the Wick site from the air. The best (or only...) pictures received will be published in the next newsletter.

And it's about photography from the air, by the way, so anyone sending me a photo of their transmitter aerial can consider themselves soundly slapped...

Events

Forthcoming events this year:

Thursday 6 th Feb 2003, 8pm	Club meeting at the Bristol Hotel
Thursday 6 th Mar 2003, 8pm	Club meeting at the Bristol Hotel
Thursday 3 rd Apr 2003, 8pm	Club meeting at the Bristol Hotel
Sunday 6 th Apr 2003	First Fun-Fly league event

Sunset Times for 2003

As you all know, flying at Wick must stop 15 mins before Sunset on any day (or 1745 on Sat & 1545 on Sun, if earlier). Here are the sunset times for this year. They are also posted on the notice board at the field.

All times are GMT except between 0100 on the last Sunday in March and 0100 on the last Sunday in October when the times are BST (1 hour in advance of GMT).

JANUARY		FEBRUARY		MARCH	
4	1617	1	1701	1	1752
11	1626	8	1714	8	1804
18	1637	15	1727	15	1816
25	1649	22	1739	22	1828
				29	1839
APRIL		MAY		JUNE	
5	1951	3	2037	7	2124
12	2003	10	2048	14	2129
19	2014	17	2059	21	2132
26	2026	24	2109	28	2132
		31	2117		
JULY		AUGUST		SEPTEMBER	
5	2130	2	2058	6	1948
12	2125	9	2046	13	1932
19	2118	16	2033	20	1916
26	2109	23	2018	27	1900
		30	2003		
OCTOBER		NOVEMBER		DECEMBER	
4	1844	1	1646	6	1605
11	1829	8	1634	13	1604
18	1814	15	1624	20	1605
25	1759	22	1615	27	1609
		29	1609		

How to contact the Editor

Ian Armstrong

Address: 4 Jubilee Drive, Failand, Bristol, BS8 3XD

Tel: 01275 392 995

Email: iarmstrong@cix.co.uk

Thanks to **Steve O'Brien & John Hopkin** 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.

Trapnells Models Limited



For all your modelling needs

Suppliers of radio control model cars, planes and boats, radio equipment, die-cast models, plastic kits, fireworks, slot cars and a large range of accessories.

Second hand bought and sold.

Official Hornby and Scalectrix service centre. Full repair Service.



Come and Visit

Contact us on tel/fax 01934 620106,
or e-mail trapnells@tiscali.co.uk
Visit our shop at 82 Meadow Street
Weston-super-mare, N. Somerset

[10% discount on selected products for club members](#)