

From the Pits.

The Newsletter of the Weston Model Flying Club

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

January 2005

Editorial

You may have already noticed that the Web address above is different from before. We now have a new and much improved Web Site with much more potential. Read about it on page 3.



The AGM was held in November, and it was encouraging to see the initiative for saving up for the field coming from ordinary members rather than the committee. Whereas other clubs are worrying about falling levels of interest, ours seems to be in a healthy position.

Club Meetings

Once again **John Dale** has arranged a number of very interesting features for the club nights. The year started with a simulator evening at the January meeting, with several high-powered computers in evidence, mostly running the Reflex simulator. This definitely seems to be the one to beat at the moment, with some extremely highly realistic scenery and models.

The February meeting will see a talk on the History of Radio Control by **Pat Teakle & John Dale**, and then in March **Paul Lathall** will demonstrate some covering techniques.

AGM

The 2004 AGM was held on Nov 4th. The new committee was elected and is shown on the next page. **Pat Teakle**, our long-serving President, has decided to stand down as President and safety officer. Many thanks to Pat for his contributions to the club. **Peter Jones** takes over as Membership Secretary.

Perhaps the most significant decision taken by the members present was to increase the fees by a substantial amount in order to save up more rapidly towards the cost of the field purchase. Hence the 2005 fees include a 'Field Fund' component, which will be repaid if the club either ceases to exist or decides (at an EGM or AGM) to abandon the field purchase. Existing members will have the option to pay half at the start of the year and the remainder by June 1st.

The 2005 Club Fees were therefore set as:

| Membership Type | BMFA | Club | Field Fund | Total |
|--------------------------|------|------|------------|-------|
| Full members: | £24 | £41 | £35 | £100 |
| OAPs: | £24 | £21 | £35 | £80 |
| Juniors (below 18 years) | £13 | £0 | £0 | £13 |

2005 Committee

| Title | Name | Phone | Email Address |
|------------------|----------------|--------------|--------------------------------|
| Chairman | Mike Pope | 01934 516869 | n/a |
| Vice Chairman | Kevin Aldridge | 01934 853159 | kevin.aldrige@talk21.com |
| Hon. Secretary | Ian Armstrong | 01275 392995 | iarmstrong@cix.co.uk |
| Hon. Treasurer | Steve O'Brien | 01934 877047 | sjo@globalnet.co.uk |
| Membership Sec | Peter Jones | 01934 863547 | pjjones@btinternet.com |
| Social Chairman | Ron Bebe | 01934 838131 | ron@rbebe.freemove.co.uk |
| Social Assistant | John Dale | 07968 455810 | jdtowers@msn.com |
| Safety Officer | Paul Lathall | 07977 412615 | plathall@hotmail.com |
| Safety Officer | Terry Davis | 07973 332735 | terry.davis@dsl.pipex.com |
| Safety Officer | Robin Muir | ? | robinmuir.homestead@virgin.net |
| Safety Officer | Mike Pope | 01934 516869 | n/a |
| Safety Officer | Roger Moore | 01934 627400 | n/a |
| | | | |
| Club Examiner | Terry Davis | 07973 332735 | terry.davis@dsl.pipex.com |
| Club Examiner | Paul Lathall | 07977 412615 | plathall@hotmail.com |
| Club Examiner | Mike Adams | 01934 516237 | n/a |

Safety

A reminder of some of the current safety rules & conventions:

- Mobile phones are not allowed anywhere on the field.
 - Helicopters and fixed-wing should only be flown together by specific agreement of all pilots involved. Normally they will be flown in separate sessions.
 - No flying in or over the pits is allowed at all. This includes electric models and helicopters practising hovering.
 - Landing towards the safety fence is allowed providing any go-around is well clear of the pits & cars.
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Clubman of the Year

As usual at this time of year the 'Clubman of the Year' trophy is decided by a secret ballot at the AGM and awarded to the club member who has done most for the club in the past 12 months. This year's very worthy winner was **Ivan Steerment**, who has put a large amount of time and effort into mowing the grass as well as donating a number of items to the club and organising barbeques.

Combat Event

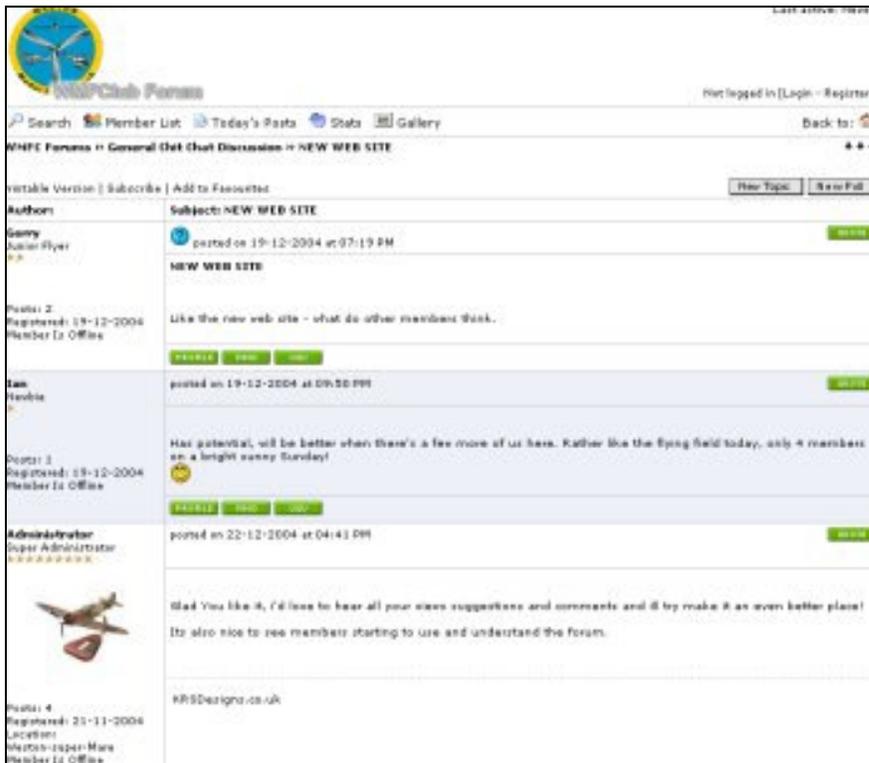
Another combat event was held on Jan 2nd similar to the one reported in the last newsletter. Once again the winner was **Peter Spragg**, who seems to be getting rather good at this sort of thing, despite only having started flying fixed wing about 6 months ago!

New Web Site



The maintenance of the club web site has recently been taken over by **Kevin Steerment** and has undergone a sweeping revamp. As part of the re-organisation the site has been moved and renamed **WMFC Club Online**. It can be found at www.wmfcclub.co.uk Kevin runs his own web design company KRSDesigns.co.uk and has given the club site a very professional look. At least 60 hours work went into it!

As well as the original content the new site has a few brand new features. The Forum section is an interactive ‘chat’ area where you can exchange views on any subject of your choosing. Before you can post a message you must register on-line, but anyone can register for free and it only takes a minute.



There is also a ‘For Sale’ area where you can upload your own adverts, and a Gallery where you can similarly upload your own photos. The new site has the real potential to be a parallel club community and very useful information source, but it needs your support. If you have internet access, and most people do these days, take a close look at the web site and join in.



Web Site 'For Sale' page



Web Site 'Gallery' page

Wot's This?



A slightly unusual view of an Acro-Wot, courtesy of the camera of Jason Streeter.

Animal Farm

The unfortunate consequence of renting 1/3 of a field from a farmer is that he is at liberty to put animals in the other 2/3. Unfortunately, but not altogether surprisingly, animals don't really recognise a flying patch for what it is, and hence we have had to contend with both sheep and cattle wandering over the patch. Hoof marks and large amounts of animal muck don't exactly make flying easy or pleasant.



Repair or Replace??

OK, you've crashed. So what are you going to do about it?

The choices boil down to two basic courses of action. Buy a new aircraft (what a cop out, donate the money to the Flying Field fund instead!!) or repair what you've got, however bad it looks!

Having dumped my Kite nose first at some speed (50 mph??) I didn't have high hopes of anything more than a bag of bits to light the fire with. Thanks to Ivan for finding it and helping me gather the bits! However, ever the optimist, when I got home I had a closer look and decided that I could do something with them.

The wings looked repairable but with nothing to strap them to they weren't going to be of much use, so I decided to start with the fuselage.

I laid the bits out and had a closer look (See photo) to determine and write down what to do. The parts fell neatly into two categories; those that needed (and were easy) to be replaced and those that could be repaired. So, from front to back -



Replace

Spinner – was squashed, buy another

Cowl – was shredded, buy another

Engine back-plate – OS 46FX needle valve became detached, obtain a new back-plate

Engine bearer – broken in crash, buy a new one

Firewall – shredded in crash, make a new one

Fuel tank – ruptured by clunk, buy a new one

Repair

Throttle link – provide a new inner and re-glue the rear outer support

Undercarriage – straighten the nose wheel leg

Fuselage – front end broken, shorten back to sound wood

Fin – re-glue into original slot

To Work

I rang Flair Products (the new distributor of the ATS Kite) and ordered a new cowl and 3\8" firewall (other parts were sourced through Dave at Weston Super Models). Whilst waiting for delivery of these items, I sanded and glued the fin back into its original slot and started to redesign the front end. The objective was to end up with a sound square front to the fuselage with the minimum removal of material.



Measuring from the first fuselage former, I estimated that I could achieve a length of 10.5cm (4\14") in front of the former. Measuring along each edge of the fuselage sides from the former enabled a line to be marked on the outside of the body ready for surgery!

Taking a hacksaw in one hand and a deep breath, I started sawing and a few seconds later had a shorter body, more or less square at the front. A few minutes with a Permagrit tool and an engineer's square and the front end was nearly finished. The saw cut hadn't quite

removed all the distressed wood on the starboard side. A quick mix of epoxy resin pushed in and smoothed off soon fixed that. (See photo) At the same time, a glued joint along the bottom port side of the fuselage (where the covering has been stripped) was epoxied and clamped till cured.

What to hang the Engine On

In the meantime Flair's prompt service had supplied the cowl and firewall. Problem! Due to the shortening of the fuselage, the firewall would no longer fit from top to bottom. Solution – make a new one. I visited a Weston timber shop and walked out with an offcut of ¾" 7 ply plywood. "¾"! I hear you cry, "Why not 3/8?" Well, shortening the fuselage means that the engine (the major weight at front end) is approximately 1" further back; i.e. COG will move back. Any needed balance weight may as well be put into structure rather than lead, hence a thick firewall.



I positioned the fuselage front end on the 7 ply and traced the inside shape and, roughly, the outside shape. Then, for speed, I set up my router to cut to half the depth of the 7 ply and used it to cut out the marked channel. Then a hacksaw quickly freed the embryonic firewall from the rest of the ply offcut. Using the Permagrafit, I fettled the inner edges to fit snugly and squarely into the front of the fuselage.



The remaining features, holes for fuel tubing, engine bearers and throttle connection, were marked out and drilled. In positioning the engine bearers, I compensated as best I could for the slight change in the vertical position of the new firewall.

That done, I turned my attention to the outside edges and sanded them to fit the inside contour of the cowl. The cowl was fitted in such a way that it reached halfway back (i.e. 3/8" deep) onto the firewall.

The new firewall can be seen in the two photos from the rear and the front.

Try, Try and Try Again

Now followed a period of trial fits to check that everything was going to be OK. I like to carry out as many of the checks as possible while the parts are still free to hand for adjustment. It is much easier to relieve or modify part while they are free from the main assembly. Apply glue at the latest possible stage!

Firewall to fuselage - OK. Engine bearers to firewall - OK. Does the fuel tank fit when the firewall is in place - the hole in the firewall needs to be relieved at the bottom to allow clearance for the tank tubing, now - OK. Undercarriage to engine bearers - OK. Engine to engine bearers - relieve the inside of the bearers for the engine crankcase. Engine's position from firewall - measure the



length of the cowl and position the engine such that the back of the spinner is the measured length from the firewall. That ensured a clearance between spinner and cowl of 3/8". I moved the engine rearwards to reduce that clearance to a more suitable size then marked its position and the position of the mounting holes. The whole of the process was checked again; distance, adjustment, position and hole positions. Then the mounting holes were drilled clearance size for 3mm bolts (sorry, it's the engineer in me, I use bolts and lock nuts, not self-taps or tapped holes)

So with engine on the bearers and the bearers on the firewall and the firewall in the fuselage and the tank in position, is there clearance for the tank plumbing? A slight rotation of the tank cap made sure of a snug fit.

Hallelujah! Time for the glue! Not!

Before you start gluing you need to make sure that there is a good key on all the surfaces to be joined. (rearrange the following phrase –grandmother teach eggs suck your to). The fuel tank compartment had been well fuel proofed when first built. I took a small drum sander (but sandpaper will do) and exposed bare wood around the inside of the fuselage front end sufficiently deep for the firewall joint plus a reinforcing strip of 6mm quadrant. The photo shows the extent of the keying applied to the fuselage sides and bottom. The firewall is still raw wood of course.



Now is the time to get out the glue! I cleaned up all the surfaces and mixed up the epoxy resin (in my case, you may prefer other glues). I spread the resin generously to the firewall and fitted the reinforcing pieces before checking for squareness and clamping securely in position. When you get to this stage, turn out the lights and walk away!

Final Assembly

After the resin had cured, I applied two coats of fuel proofer to the fuel tank compartment and the new firewall.

When that had dried, the final assembly of the modified front end could be carried out. The photo shows the part completed assembly with the tank installed and the plumbing ready to be connected. The light area under the port side of the engine bearer is a piece of aluminium to apply right side thrust.



The next photo shows the engine installed with the plumbing completed. The throttle link came from my 'bits' box and was attached (by a ball link) to the carburettor first. The movement of the carburettor control arm was measured and the movement checked against the throttle servo to verify which hole to use for the clevis. I then used my transmitter to set up the throttle as best I could



prior to running up the engine. At the same time, I checked over the other parts of the radio equipment to verify that no damage had been incurred elsewhere. I will carry out a range check later before any attempt to fly; the garage just ain't big enough!

The tank hatch no longer fitted now, of course. After some careful measuring to get the length and the front angle right, the trusty hacksaw and Permagrait made short work of the front edge. A small peg for location and some fuel proofer on the raw wood finished the hatch.



Finally, I reattached the main undercarriage legs which I had had stored temporarily during the repairs with the final result shown alongside.

The cowl has not yet been cut and trimmed for the engine and silencer; that will be a story for another day.

You will be pleased to know that when I ran up the engine at the field, only a few minor adjustments to the throttle link and trim were necessary to have the engine running smoothly and idling well.

Now, where did I put those wings?.....

P.S. The wings were massaged back into shape using a heat gun. A couple of patches were applied to the covering and the wing strapped back onto the fuselage with no problem. The Kite has since flown successfully

Robin Muir

Seen at the Field



This Super Decathlon by **Bernard Sutton** is up to Bernard's usual high standard of finish, covered in ProFilm with trim from self-adhesive vinyl. It's powered by a Saito 65 bought from Dennis' shop in Weston for £60 complete with an airframe!

Jokes

A couple of (vaguely) model / aviation related jokes from **Alan Meaney**...

FREE RIDE

A farmer and his wife went to a fair. The farmer, who had never been on an aeroplane, was fascinated by a stunt plane and asked the pilot how much a ride would cost. "£20 for three minutes" the pilot replied. "That's too much" said the farmer. The pilot thought for a second and then said, "I'll make you a deal. If you and your wife ride for 3 minutes without uttering a sound, the ride will be free. But if you make any sound at all, you'll have to pay me the £20." The farmer and his wife agreed and went for a thrilling ride. After they landed, the pilot said to the farmer, "I want to congratulate you for not making a sound. You are a brave man." "Maybe so," said the farmer, "but I've got to tell you, I almost screamed when my wife fell out."

HUSBAND AND WIFE TALE

A husband is at home working on his latest model aircraft when his wife interrupts his train of thought, "Honey, could you fix the light in the hallway? It's been flickering for weeks now"

He looks at her and says angrily; "Fix the light, now? Does it look like I have a SWEB logo printed on my forehead? I don't think so!"

The wife asks, "Well then, could you fix the fridge door? It won't close right."

To which he replied, "Fix the fridge door? Does it look like I have Hotpoint written on my forehead? I don't think so."

Fine, she says, "Then you could at least fix the steps to the front door?" They're about to break."

"I'm not a damn carpenter and I don't want to fix the steps", he says. "Does it look like I have Woodies DIY written on my forehead? I don't think so. I've had enough. I'm going to the flying field!!! "

So he goes to the field and flies for a couple of hours. He starts to feel guilty about how he treated his wife, and decides to go home and help out. As he walks into the house he notices the steps are already fixed. As he enters the house, he sees the hall light is working. As he goes to get a beer, he notices the fridge door is fixed.

"Honey", he asks, "how'd all this get fixed?"

"Well", she said, "when you left I sat outside and cried. Just then a nice young man asked me what was wrong, and I told him. He offered to do all the repairs, and all I had to do was either go to bed with him or bake a cake."

"So what kind of cake did you bake him?"

"hellooooo....." She replied, "do you see Delia Smith written on my forehead? I don't think so!"

Flying League 2004

Only two events of the flying league were held last year, but the clear winner overall was **Paul Lathall** who receives the trophy.

Membership

Please Note: The 2004 BMFA insurance for club members ran out on 31st December 2004. If you have not renewed your membership with the club or do not have recognised alternative insurance you will no longer be insured. In accordance with club rules you must not fly from the club site. Those of you who have sent in your membership renewals with payment are of course covered even though BMFA may not yet have sent out the insurance certificates. They are a bit busy at the moment! If you are in any doubt I have records of all who are covered.

Peter Jones
Membership Secretary

Sunset Times for 2005

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, which are also posted on the notice board at the field. It is a condition of our planning permission for the flying field that the times are made available to all members in this way.

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).

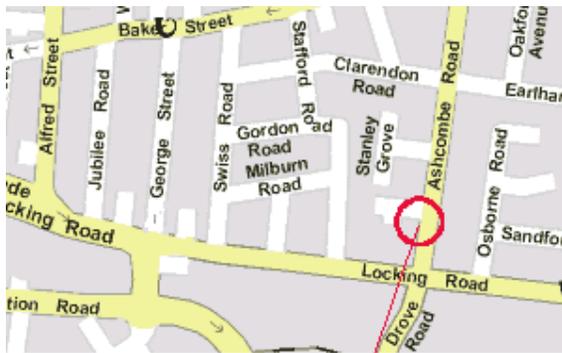
| | | | | | |
|----------------|------|-----------------|------|------------------|------|
| JANUARY | | FEBRUARY | | MARCH | |
| 1 | 1615 | 5 | 1709 | 5 | 1800 |
| 8 | 1623 | 12 | 1722 | 12 | 1812 |
| 15 | 1633 | 19 | 1735 | 19 | 1823 |
| 22 | 1645 | 26 | 1747 | 26 | 1835 |
| 29 | 1657 | | | | |
| APRIL | | MAY | | JUNE | |
| 2 | 1947 | 7 | 2044 | 4 | 2122 |
| 9 | 1958 | 14 | 2055 | 11 | 2128 |
| 16 | 2010 | 21 | 2105 | 18 | 2131 |
| 23 | 2022 | 28 | 2114 | 25 | 2132 |
| 30 | 2033 | | | | |
| JULY | | AUGUST | | SEPTEMBER | |
| 2 | 2131 | 6 | 2051 | 3 | 1953 |
| 9 | 2127 | 13 | 2038 | 10 | 1938 |
| 16 | 2121 | 20 | 2024 | 17 | 1922 |
| 23 | 2113 | 27 | 2009 | 24 | 1906 |
| 30 | 2102 | | | | |
| OCTOBER | | NOVEMBER | | DECEMBER | |
| 1 | 1850 | 5 | 1638 | 3 | 1606 |
| 8 | 1834 | 12 | 1627 | 10 | 1604 |
| 15 | 1819 | 19 | 1618 | 17 | 1604 |
| 22 | 1804 | 26 | 1611 | 24 | 1607 |
| 29 | 1751 | | | 31 | 1613 |

Events

Forthcoming events this year:

| | |
|--------------------------------------------------------|-------------------------------------|
| Thursday 3 rd Feb 2005 8pm | Club meeting at the Ashcombe |
| Thursday 3 rd Mar 2005 8pm | Club meeting at the Ashcombe |
| Thursday 7 th Apr 2005 8pm | Club meeting at the Ashcombe |
| Thursday 5 th May 2005 8pm | Club meeting at the Ashcombe |
| Sat & Sun 20 th / 21 st May 2005 | Sandown Model Symposium |

Club Meeting Venue



Ashcombe

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 & Peter Jones** 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.