

From the Pits.

The Newsletter of the Weston Model Flying Club

www.wmfclub.co.uk

January 2008

Editorial

Happy New Year to all our readers. 2008 should be another interesting and exciting year in the development of the club. Help to make it so by taking part in both flying and club meetings!



AGM Report

The AGM took place in early November, and was followed by an EGM in place of the normal December meeting to resolve some outstanding issues. This report describes the combined output of both meetings.

There have been a few changes in the committee this year. **Robin Muir** becomes our new president and **Mike Pope** returns as chairman. **Mike Ling** continues as club secretary, and **Gerry Crossman** is the membership secretary, although **Pete Richards** will be doing most of the work. **Steve O'Brien** continues as treasurer, although **Dave McCartney** will also be helping out. **Paul Lathall** is the new Chief Safety Officer, and **Ron** and **Ivan** continue with their roles from last year. The full list is shown on the next page.

Much discussion surrounded the future of the Field Fund and the club's future intentions. The final result was that it remains the club's intention to buy a field (probably the current one), but that members will be offered the opportunity to have their previous contributions to the Field Fund returned. This will be a one-off chance, and all members will receive notice by letter.

From the start of 2008 onwards there will be no separate Field Fund, all club fees will go into one pot. The fees for 2008 are shown below.

Membership Type	BMFA	Club	Total
Adult members	£28	£72	£100
OAPs	£28	£58	£86
Juniors (below 18 years)	£15	£10	£25

A change to the club rules now means that any further proposed rule changes are to be put forward by the monthly meeting before the AGM, or included in the announcement of any EGM.

There will be a new trophy for the **Most Improved Pilot of the Year** (see also Page 7).

Dave Cuff of Weston-Super-Models and **Trevor Grace** of Model Discounts were elected Honorary Members for services to the club.

2008 Committee

Title	Name	Phone	Email Address
President	Robin Muir	01275844046	robinmuir.homestead@virgin.net
Chairman	Mike Pope	01934 516869	mikepope@talktalk.net
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Club Meetings

The January meeting will be the Simulator night postponed from December. At least 2 projectors are expected. The meeting will again be at the Memorial Hall in Congresbury (see last page for directions) as the status of the Ashcombe is not yet known.

Flying Off-Site

We would remind all Club members that any flying activities carried out on premises other than the Club Flying Field is their responsibility. They should ensure that necessary permission to fly has been granted and that they fly safely within the rules laid down by the BMFA.

Field Improvements

Extra field space



As we are very close to signing the new lease with the farmer, we are now able to use the extra 25 yards we have negotiated. The grass has been cut and it is already smooth enough to use, although further rolling throughout next year will improve it. You can see from the (slightly blurry) aerial photo above that the new extension (light coloured area in the middle of the picture) is a significant addition to what we had.

Extra flying hours

Our planning application for extra hours has been granted for a one year experimental period. Hence flying is now additionally permitted on Saturday and Sunday until 7.45 pm or 15 minutes before sunset, whichever is earlier.

Because the permission will be reviewed after one year, we have decided that noise must be kept down in this extra period (i.e. from the previous cut-off point of 5.45pm Sat and 3.45pm Sun). Hence during this period all models flown must have a noise level less than 80db. In practice this means only electric flight and possibly some quieter 4-stroke models. We have a noise meter with instructions in the container. If in doubt, do not fly, as it may cost us the extra hours if a complaint is made.

B-Certificates

Interest in progression beyond A-certificates has been slack for the last few years, but recently has begun to revive, and there is now talk of an effort to get more people to improve their flying skills and take the B-test. We have the instructors and examiners to do it within the club, so why not give it a go.

Proposed New Field Layout

Through out my year as safety officer you will have heard me harping on about flight lines and Pilots boxes, and just for those members that haven't or need reminding here goes-

What is a Flight Line?

A Flight line is a line drawn parallel to the wind direction either imaginary or physically to which all flight activity including take off and landings occurs. All air space behind the line is considered dead air space.

What is a Pilots Box?

Again this can be imaginary or physical, but it is an area to which all pilots must stand when flying. This gives two distinct benefits, you will always know where your fellow pilots are once take off has been made and you will be able to communicate your intent whether it be a landing, low pass, dead stick etc.

Why the need for a new field layout?

Well to be honest probably none at all, and here is the but. But it seems almost impossible for members to agree quite where they should stand and by limiting the options it will become much simpler. Also you will see that are only two pit options and in every case the one in use will be to the take off end thus you will always fly away from the pits.

This has not just happened; there have been many a long hour spent in discussion with club members, and pacing around the field to see if this will work. I would like to thank all those who have been involved with this and hope that we can give this a try.

Mike Pope

Web Site

I will be taking over the maintenance of the web site from now on. Thanks to **Ivan Steerment** who has looked after it for the last couple of years, and to his son Kevin who put together the current site. Please let me know of any improvements or changes you would like to see.

New 2008 membership forms are now available on the Web site.

Safety

It may sound obvious, but don't fly across the sun! At least 2 people have done just that recently and crashed as a result.

Skittles Event

After the well-received social events of the last 2 years another is planned for 2008, but as yet no date has been fixed and February is likely. Watch the web site for any announcement.

Seen at the Field

As noted last issue, Mike Barnett and Pat Teakle now have very similar Gypsy-Moth biplanes and have been flying them in formation. Here are a few shots of them together.



The World's Easiest Quiz

...Or is it? Thanks to **Gerry Crossman** for these general knowledge questions (Reproduced from the Magazine of the Bristol Area Kidney Patients Association)

1. How long did the 100 years war last?
2. Which country makes Panama hats?
3. From which animal do we get catgut?
4. In which month do Russians celebrate the October Revolution?
5. What is a camel hair brush made of?
6. The Canary Islands in the Pacific are named after what animal?
7. What was King George VI's first name?
8. What colour is a purple finch?
9. Where are Chinese gooseberries from?
10. What is the colour of the black box in a commercial airplane?

Answers on the last page.

Engine Tuning – The basics for Aircraft use.

Having seen it time and time again where the engine splutters and coughs and fails for some reason or other I thought it was about time to try and help everyone out with a bit of tuition on how to tune your engine. Some assumptions are made and they are that the engine is run in and it's a standard twin needle carburettor.

Standard 2-stroke RC model airplane engine carburettors have two valves on them. These valves regulate the mixture of fuel and air that flow into the engine. If the valves are set correctly, the mixture will have just enough fuel and air to allow the engine to run at peak performance. If incorrectly set, with either too much or too little fuel so that it is said to run either 'rich' or 'lean' the engine might sputter and/or overheat and die. You are then left with recovering and landing your plane "deadstick" without power and run the chance of crashing. So you can see how important it is to tune your engine properly. The worst of these situations is just after takeoff and you're on the climb out and the engine dies..... Well you know the crunch is coming, its just finding that spot where the impact will be.

High speed needle valve

The first valve that is usually located on the outside of the carb with a long adjustable handle is called the High Speed Needle Valve. This needle valve regulates the fuel mixture when the throttle is completely open and the engine is running at peak RPM. The second valve, usually located inside the throttle arm assembly, is called the Low Speed Needle Valve. This needle valve regulates the fuel/air mixture that is present when your engine is idling or progressing from a low speed to a high speed.

To start the tuning process you need to have set both needles to whatever is stated in the instructions. If you don't have the instructions a good start is about 2 ½ turns open from fully closed on the high speed needle. The low speed needle is normally set at the factory and should not need much fiddling with yet.

With the model restrained, start the engine and slowly bring it up to full throttle. It may cough and splutter a bit, that's ok. Now screw in the High speed needle and the revs should increase and increase, the engine note should also change and become clear and crisp. You will get to a point that there is no more change and then a bit more of a turn will cause the engine note to drop and the revs fall off, the engine has just gone lean, wind the high speed needle back at least a ¼ of a turn and the revs should come back.

We have now got a good starting point for the High Speed, now we need to adjust the low speed.

Low Speed Needle

Bring the throttle back to idle and let the engine sit there for at least 30 seconds. Advance the throttle relatively quickly, not too fast and see what the engine does. If it coughs and lots of smoke comes out the exhaust and takes a long time to get to max revs then the engine is too rich. This means there is too much fuel going into the low speed needle. Turn the low speed needle in by 1/8th to ¼ turn. You may need to stop the engine to make the adjustment as it can be very difficult to get a screwdriver to the slot with a propeller swinging that close. Start the engine again, run it up to full revs to clear it out to get back to a know point. Close the throttle again, leave it for 30 sec, open it up and what does it do. If

however the engine dies immediately or struggles but does not have the smoke out the exhaust then the engine is Lean, this means not enough fuel is getting through the low speed needle. So open the low speed needle by 1/8th to 1/4 turn. The low speed needle is very sensitive and you miss the sweet spot very easily.

You may need to spend a lot of time adjusting the low needle to get the pickup correct. But bear with it; it will pay off in the long run. You should end up with almost an instant pickup.

Pre Flight run-up.

Now just when you thought it was all finished, call your helper over. Hold the model level and throttle up to max revs, ask the helper to raise the nose of the model to between a 45 and 60 degree angle and hold it there. The engine may die or slow down, this is a sign the high speed is too lean so open it 1/4 turn and try again. Bring the model back to the 45 and 60 degree angle; this is the best position to set your absolute maximum revs. So adjust the high speed needle to max revs possible, and then come out (anticlockwise) a couple of clicks. You never want your engine to be right on the edge of running lean as it will reduce its life. Now while holding the model at that incline close the throttle and open it up again, does the engine pick up immediately? If you have adjusted things correctly it should, if not go back and check your low speed needle adjustments.

I hope you have found this article useful and don't be afraid to make some adjustment to your engine. It may save your next model.

Paul Lathall

Clubman of the Year

This year the focus was on the club member who has shown the most improved flying ability. This was judged to be 12-year old **Will Richards** who has become an excellent flier in the 18 months he and dad Pete have been in the club.

And with the inevitability which seems to go with any such award, here is Will a couple of weeks later, up the ladder retrieving his plane from the top of the hedge...



Quiz Answers

Answers to the quiz on page 5.

- | | | |
|--------------------|------------------|-----------------|
| 1. 116 years. | 5. Squirrel fur. | 9. New Zealand. |
| 2. Ecuador. | 6. Dogs. | 10. Orange. |
| 3. Sheep & horses. | 7. Albert. | |
| 4. November. | 8. Crimson. | |

Events

Forthcoming events this year:

Thursday 3 rd Jan 2008 8pm	Club meeting at the Memorial Hall
Thursday 7 th Feb 2008 8pm	Club meeting at location TBC
Thursday 6 th Mar 2008 8pm	Club meeting at location TBC

Club Meeting Venue

All club meetings apart from those in the summer months are normally at the **Ashcombe** pub in Ashcombe Road WSM. However we are currently meeting at the Memorial Hall, High Street, Congresbury while the Ashcombe is being refurbished. 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.

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!

How to contact the Editor

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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.