

Editorial

There have been a few changes to the club committee since the last newsletter. Gerry Crossman has resigned as secretary and newsletter editor, and has been replaced by Ian Armstrong. Dave Beacham has also resigned as club chairman. Vice chairman Kevin Aldridge will stand in until the AGM, when all committee posts are up for re-election.

AGM

The AGM will be on Thursday 1st November at the Bristol Hotel. As well as choosing the new committee, important decisions will have to be made about the club's future, see below. Please make every effort to attend. To encourage you, there will be a buffet and a raffle with lots of exciting prizes including a Wot4 as the main one.

New Flying Field

We agreed at last year's AGM that the club would work towards a long term goal of purchasing its own field. A few weeks ago Jason Hyland, club member and former committee member who has previously sponsored the club via his business Protégé Solutions, put forward a proposal to financially back the club in this ambition. After discussions with the committee, the favoured solution was that the club would raise £10000 of the estimated £25000 cost and Protégé would loan the rest over 10 years. This may involve some members making significant loans to the club. The subject will be discussed in detail at the AGM in November.

A sub-committee has been set up to find a new field. Members are Gerry Crossman (chairman), Alan Meaney, Steve O'Brien, Jason Hyland and Paul Lathall.

Membership

Our membership now stands at 107, the highest ever. Despite that, there are rarely more than 20 people at the flying field, even on a Sunday with good weather, and usually less than 20 at the club meeting. So where are you all? Come along to the club meeting (first Thursday of the month at the Bristol Hotel, Locking Road, Weston) and have your say in your club's future!

Email

Did you know that almost half the membership are now receiving this newsletter by email? If you have received yours in paper form, and you have an email address, let me know at iarmstrong@cix.co.uk and get the benefits of email distribution:

- get the newsletter several days before the paper version
- colour
- save the club the cost of a second class stamp!

Fun Fly League 2001

This year's league will consist of 5 events (one having been lost due to Foot & Mouth). After 4 events it's a very close race: Pat is in the lead by just 5 points from Mike Pope, with Gerry in 3rd place 10 points behind.

Club Meetings

Some decisions made at recent club meetings, which you may have missed:

The limit on membership has been raised to 110 full members, with no limit on junior members.

The grass is now being cut to form a 'L-shaped' pits area between the bridge and notice board, and one end or other of this area will be used depending on wind. The other corner of the field will no longer be used.

Skittles Evening

Social Sec. Bill Holyoake is arranging a skittles evening at the Bristol Hotel for the 10th of November. Cost will be £3 per head, which includes a buffet. Contact Bill on the number above for details, but be quick about it, as he needs to know by the next club meeting on 1ST Nov.

Safety (1)

Although not compulsory, the use of model restraints when starting an engine is strongly recommended, and more and more people are using them. Several innovative methods have been spotted, including large screwdrivers, copper piping and shelf brackets, all covered with foam rubber, usually from pipe insulation. They are easy and cheap to make, and may well prevent a serious accident.

2001 Committee

POSITION	NAME	PHONE	EMAIL
President	Pat Teakle	01934 822147 or 0973 951812	
Chairman			
Vice Chairman	Kevin Aldridge	01934 853159	kevin@orchard-computers.co.uk
Secretary	Ian Armstrong	01275 392 995	iarmstrong@cix.co.uk
Treasurer	Steve O'Brien	01934 877047	sjo@globalnet.co.uk
Membership Sec.	Tom Flynn	01934 518636	tflynn@gwipl.co.uk
Social Secretary	Bill Holyoake	07719440404	wigwag@btinternet.com
Safety Officers	Paul Lathall Mike Adams	01934 642883 01934 516237	pauill@labcaire.co.uk
Bulletin Editors	Steve, Tom & Ian	As above.	
Chief Examiner	Terry Davis	01278 420436	
Club Examiner	Paul Lathall	01934 642883	pauill@labcaire.co.uk
Club Examiner	Mike Adams	01934 516237	

The Committee

Continuing our occasional series on club officials, this issue highlights:

The Secretary

I have to admit to not being a native of Weston or even the West Country. I was born in Salford, Lancashire in January 1952. My earliest memories of model making were flying rubber-powered free-flight models on Pendleton Common, followed later by a small plastic control-line model. I remember making a very delicate balsa & tissue plane and flying it many times over a period of months, patching the tissue after almost every flight, before someone told me I was supposed to dope the tissue...

Oh yes, and later still there was a short period trying (unsuccessfully) to teach myself to fly RC with a second-hand single channel radio set and a small .15 powered trainer.

In 1970 I did a degree in Aeronautical Engineering at Queen's University Belfast. QUB is one of the best Universities for that subject, but being in Belfast in the early 1970s was, shall we say, "interesting"...

In 1974 I left university and moved to Bristol to work for Rolls-Royce, where I still work today. Three years later, I took up RC model flying with the Bristol club at Whitchurch airfield, where AMARC now fly. I built 4 models at that time, two of which I still have today – a Kamco Kadet trainer, and a 1/10 scale Hawker Demon biplane.

After about 18 months the club moved to Colerne airfield near Bath, then to somewhere north of Bristol, at which point I left, having been bitten by the computing bug which became my main hobby.

I'm not quite sure where the next 20 years went. I seem to remember spending most of them in front of a computer, at work and home, with the occasional time out to go sailing. Perhaps it was more than occasional, as somehow I managed to sail most of the southwest coast of England as well as Wales, Brittany and the Channel & Scilly Isles.

A few years ago I had to give up sailing, having become very prone to seasickness, so I became interested in modelling again.

I currently live in Failand, a small village to the southwest of Bristol, about 14 miles and 25 minutes drive from the field at Wick.

Following the tradition of these resumes, a few likes & dislikes:

Likes:

Computers - half of the time

Biplanes - flying slowly past on a summer's evening

Dislikes:

Computers - the other half...

Biplanes - all that rigging...

Ian.

Where do you go from here...

You have finally stopped shaking, the plane is back on the ground, you have answered all the examiners questions, so have you passed? Yes of course you have. You are now an A certificate pilot. You can fly on your own without the supervision of your tutor, but where do I go from here....

The B Certificate

Most people when I have asked them "Why have you not taken the B test" reply that they don't want to fly at shows. The B test should not be seen as a pass to allow you to fly at shows but more a higher standard of flying capability by the individual.

This article is aimed at all those flyers out there who want to strive to being a better, more capable, and safer flyer within the club, and yes it would allow you to attend and fly at a show.

The Model

One thing everyone must realise is that the type of model is relevant but only to a point. The B test does not require a full-blown pattern ship model, but it does require a model to be something more capable than a Junior 60. An ideal club level model is an AcroWot or Wot4. Both are very manoeuvrable and can be flown very precisely. Another thing that I also need to mention is that you do not have to own the model. You can borrow a model for the test. The test is about your flying skills, not the flashy paint job.

What Is The Examiner Looking For?

Safe, Controlled, Confident flying at a constant height and speed. The manoeuvres for the B test are laid out as a schedule that you could fly as a schedule. This is NOT expected and the routine can be done in any order chosen by the candidate. The following statement is taken from the BMFA guidelines and shows that as the candidate you should know the model and have test flown the model on the day ready for the test :-

"Any re-trimming should be done on the first circuit and if the pilot cannot accomplish this then you should seriously think about their basic ability, especially if they put the model in any danger or the model flies behind the pilot or in any other unsafe areas."

Next time

We will be looking more specifically at your preparation for the test, more detail on each manoeuvre and how to fly them, then how to link it all together to get you through that B test.

Oh Yes just to really get you nervous.

There has to be 2 examiners present to test you !

(Unless you have an ACE Area Chief Examiner in the club)

Until Next Time

Paul Lathall

Club Examiner & Fellow Pilot

Quiz

For the quarterly newsletter we have decided to include a prize quiz. As clearly you will have time to work out the answers the difficulty of the questions will reflect this. A prize awaits the first member to contact me (Steve O'Brien) by any means legal with all ten correct answers.

1/ If 1 kg of ice is put into 1 kg of boiling water and allowed to melt assuming no heat losses what will the final temperature of the water be in degrees centigrade.

2/ If a 60 size engine produces 2 hp at 18,000 RPM how much torque is produced at the propeller what is the tip speed for a 13 inch propeller in Mach.

3/ A piece of string is stretched around the earth, it is then lifted by six inches all the way around -how much additional string is needed.

4/ What is the chemical symbol for tungsten.

5/ Where are the following airlines based (which state in the case of U.S airlines)
a) varig b) cathay pacific c) delta d) garadu e) north west orient f) sabena

6/ We've all used p.t.f.e tape for plumbing jobs. What does p.t.f.e stand for and what is its other name.

7/ $\frac{\text{Sine } a}{\text{Cosine } a} =$

8/ In Dads Army, Captain Mainwaring was the manager of which bank?

9/ Who manufactures the following cars:
a) musso b) lupu c) skyliner d) leon

10/ What is Rodney Trotter's birthday.

How Does A Wing Create Lift.

Some time ago when I had just joined the club, one fine Sunday afternoon at the field I raised the question "how does a model wing create lift when it's got the same profile top and bottom". Traditional explanations for how a wing works seemed to me to rely on the wing having a curved top surface and flatter bottom surface.

Experts available on the day were quick to point out that in fact it is the angle of attack that has a large influence on the amount of lift produced. This explanation was followed by a demonstration of a flat wing Delta which clearly as it had no aerofoil section it could only get lift using the angle of attack theory (there is also an argument that long as you have a big enough engine anything will fly, but knowing nothing about the dynamics of missiles I would leave the diversion alone).

So the explanation was complete. However the September 2001 issue of RC Model World had an article written by a physicist Dr Graham Legg , in which he explains in great detail how the wing the does get lift.

This article took Bernoulli's explanation (being the one that air has to travel quicker over the top surface of a wing thus creating a lower pressure regions above the wing hence lift is created) and applied it to a wot4 wing the resulting calculation proved that at 50 mph the wing created only 15 percent of the lift needed to overcome the weight of the plane. He also pointed out that there is no law physics which can be used to back up the explanation that air movement over the top of a wing has to travel faster than the air on the underside of the wing as they do not need and in fact do not meet up again at the trailing edge.

It was in fact Newton using his three laws of motion who came up with the correct explanation .

The actual explanation is long and complex so, as a marine engineer who would have no difficulty explaining how metal ships float for the next issue I intend to seek the help of a recently discovered member who is qualified in aeronautical engineering to attempt to explain how a wing works in layman's terms.

Safety (2)

Please note that mobile phones should not be operated or left in standby mode in the pits or on the flying patch. This is in line with the BMFA recommendation in their handbook.

Leave your mobile in the car or switch it off if you have it with you.

Indoor Flying

If you're not into the healthy lifestyle of winter flying, that is standing in a howling gale on a muddy field in freezing weather, you might like to look into the attractions of indoor flying. The Bristol Indoor Flying Organisation (BIFO) organises RC and Free Flight flying sessions around Bristol. Families & spectators are welcome. Of particular interest to this club are these events:

Westlands Sports Hall, Winterstoke Road, Weston Super Mare: Each Friday, 8 to 10pm

Oct: 5, 12, 19, 26

Nov: 2, 9, 16, 23, 30

Dec: 7, 14, 21, 28?

For more information, contact:

Dr Allan Levi

Email: allanlevi@ansaproducts.com

Mobile: 07866 724 974

Office Tel: (0)-1633 84 3000

Web Site: www.IFO.com

Events

Remaining events this year and early next:

Thursday 1 st November, 8pm	Club meeting and AGM at the Bristol Hotel
Sunday 4 th November	Fun Fly League (weather permitting)
Thursday 6 th December, 8pm	Club meeting at the Bristol Hotel
Sunday 9 th December, 2pm	BMFA Western Area AGM at BAWA in Filton
Thursday 3 rd January 2002, 8pm	Club meeting at the Bristol Hotel

For Sale

72" mick reeves spitfire (not finished) with 10 cc Irvine (never run)

Futaba FP 5 channel radio with servo,s etc.

Also Magnum 40 (never run)

Offers please.

Please contact IVAN 01934 413160.

And Finally...

You may recall a story in a previous issue about someone who took off with a glow-start still attached to his engine. An amusing story and a good lesson to all of us not to be so careless. So guess who did exactly the same with a scale Gladiator? Not only that, but having landed, removed the offending item, and glanced furtively around to make sure no one else had noticed, this err, unnamed person then took off again with the flaps full down...

Full Size Flying!

Social Sec. Bill has been talking to the full-size flying club at Filton about a possible arrangement whereby we could have ½ hour flying training in a real aircraft for £20, and in return the Filton members would come to Wick to be taught on the club trainer (no, not for £20!!).

At the moment it's still just a possibility, but Bill would like some idea of the number of people interested, so let him know if you are.

Ian, Steve & Tom

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