

From the Pits.

The Newsletter of the Weston Model Flying Club

www.weston-model-flying-club.freemove.co.uk

October 2002

Editorial

Apologies for this newsletter being a couple of months late, but then I did ask for contributions last month and haven't received a single one. That plus my reduced flying activity earlier in the year meant that there was nothing to fill the newsletter at that time. However, I've been more active lately, and I've recently bought a digital camera, so several opportunist pictures appear in this issue!



AGM

The AGM will be on Thursday 7th November at the Bristol Hotel. As well as choosing the new committee, important decisions will have to be made about the club's future in relation to the new field. Please make an effort to attend. There will be a buffet provided, and a raffle will be held with a model (probably an electric glider or similar) as the prize.

Web Site

The web site has been moved to a new provider, which should allow better updating. The new address is www.weston-model-flying-club.org. It's still a little threadbare at the time of writing but should be up to full operation soon. **Paul Lathall** is working on it.

Flying Site Improvements

The old bridge has now been moved to the gap in the hedge adjoining the field to the East, replacing the old wooden plank, which was difficult to negotiate at the best of times and had recently become dangerous. Access is now much improved for those who can't land in the proper field!

Committee Changes

Steve Ball has taken over as Social Secretary.

Safety (1)

Recently a model had been seen left unattended with its engine running, with no restraint. This could obviously be very dangerous. Members are reminded that models should not be left unrestrained in any way.

The use of fixed restraints is now very common, and it is strongly recommended that you use them.

Proposed Flying Field.

As you are aware in June we sent out forms seeking your opinions on the future location of our flying field.

Of the 78 forms sent out, 53 were returned representing 68% of the Membership. Thank you to those who found time to express their views.

As a result 2 people opted for the 20 year lease on the existing field and 13 voted to purchase the existing field at Wick. But the overwhelming majority of 36 voted to purchase the field at Bleadon. 2 further Members did not mind which field was purchased.

A number of you also added some comments and suggestions. These have been taken on board and no doubt some of them will be included in the final dealings.

So as a result of this referendum we have started the ball rolling and spoken to a Bank Manager for his guidance on raising the money to finance the purchase. We have also gone to the farmer and expressed our interest in the 11 acre field. However he has advised us that there is somebody else interested in it who would be willing to pay more than us. But he then showed us a 10 acre field which initially we thought would be suitable. We were also offered the option of buying part or all of the 10 acres. All seemed ideal and we then made enquiries with the local Authority. But unfortunately it transpired that it was next to an area of special scientific interest, near a wild life reserve and on two sides there was a bridleway. The Planners anticipated objections from equestrian groups and nature conservation groups. As we want to make sure that your money is spent wisely with as few restrictions as possible, it was decided that the 10 acres site was not going to meet our requirements. So unfortunately we are back to square one and the search continues.

But the search will continue with somebody else at the helm. A few personal things have cropped up that may make it difficult for me to make a positive contribution in the future. With a fresh search about to be undertaken it seemed an opportune moment for somebody else to take over and bring some new ideas and enthusiasm with them. Finally I would like to take this opportunity to thank **Steve, Kevin, Paul** and **Alan** for their invaluable help which made my task so much easier.

Gerry Crossman,

Safety (2)

People are still flying over the cars, despite repeated reminders in the newsletter, and the fact that it's **forbidden by the rules**. There was another near miss recently, and the inevitable must surely happen one day.

Don't forget that it's not just the risk of damaging a car, but that people, including families, are often milling around the cars.

It can sometimes be difficult to avoid due to the wind direction, but we must make the effort and avoid a possible serious accident.

BMFA

The AGM of the BMFA Western Area (which represents our club) is on Sunday 8th December 2002 at the BAWA on Southmead Road Filton at 2:00 pm. Guest speakers will be John Emms of Puffin Models and magazine columnist John Stennard, who will both be talking about electric flight. All members are welcome to attend.

Lost.

We often hear of lost or stolen planes, but this is a bit different. Some time ago I loaned a member a video showing the early days of the Club, when we were on the Airfield. I can't recall who it was so it shows you that I am getting old because they say that the first thing to go is your memory!! So if somebody out there has the video, I would appreciate its return.

Thanks,

Gerry Crossman.

Safety (3)

A reminder that the First Aid box can be found under the notice board. It's secured by a padlock with a combination lock with the code number **2735**. This should be easy to remember, as it's the two frequencies commonly used in RC aero-modelling, namely 27MHz & 35MHz.

Remember this number, because when the gate across the lane is moved and padlocked later this year, the code for that will be the same.

Casualties

Recently departed aircraft...

- My Acro-Wot, just back from a long re-build after a previous encounter with a tree back in June, was flying better than ever until a split-second hesitation far too close to the ground.
- One of Pat's Xtra-Wots lost a rather important part, namely the wing, in mid-air. Here's Pat fishing it out of the rhyne, with Trevor & John trying to stop him jumping in...



- Kris Adams' Kyosho trainer. Kris lost control momentarily and the model landed somewhere out of sight, possibly in a cornfield, and hasn't been seen since!
- Alan Coombs' ARTF low-winger met that rapidly growing hedge rather too fast...

LINKS

Of all the considerable number of little items that cause us problems flying RC, one has continued to stay with us - the link between our control rods and the control horn or servo arm. Despite constant upgrading in the hardware available to us, despite the considerable number of new items in the hobby shop, we still have linkage failures now and then. We may be lucky - only a disconnected throttle - or we may lose a plane if a control link fails.

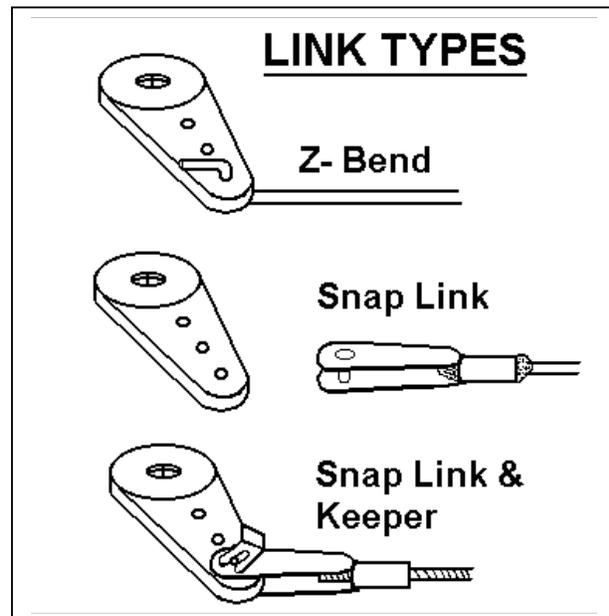
Linkage problems can come from any one or a combination of 3 basic areas - the hardware itself, the modeller's (or designer's) installation, or from wear and tear over a number of flights. In this article, we'll look at some of the typical types of links and examine good and not so good features of each. See diagram.

The Z-Bend: Used right from the inception of escapements and servos, the z-bended piece of music wire WORKS, and has negligible chance of disconnecting. They're easy, cheap, totally reliable. So why not use them everywhere? First, there is no way to adjust a z-bend; you're stuck with it once installed. They're relatively hard to connect and disconnect, they usually require drilling out the holes on standard servo and control horns, and have a tendency to self-enlarge those holes over time, causing slop. But they're still very useful in some installations - an example would be the connections on an aileron bell crank hidden in the wing, where you can't see to inspect or get in to adjust anyway. Here the reliability of the z-bend overshadows any other considerations.

The Snap Link: These wonderful little devices are heavily used, and rightfully so. They come in metal solder-on, and nylon and metal screw-on forms, and can very easily be connected or taken loose. The screw-on types, of course, provide for easy linkage adjustment. So where's the problem? For one thing, the lead-in from the control rod must stay pretty close to the plane of rotation of the control or servo arm; while they rotate nicely IN their little holes, any bending in other directions tend to make them self-disconnect. And they can also cause binding if they are over rotated up against the servo or control horns. The nylon types can break, the metal screw-on types can vibrate on the threads, causing radio glitches or even thread failure.

The Snap Link with Keeper: There are several ways to keep the snap link from being wrenched open and off, ranging from a piece of fuel tube slipped over it to some neat little springs that do the same thing. Perhaps the best, though, is the "golden link" which has a metal clip that will keep the link positively closed until YOU want to open it. For positive peace of mind, these are worth the money!

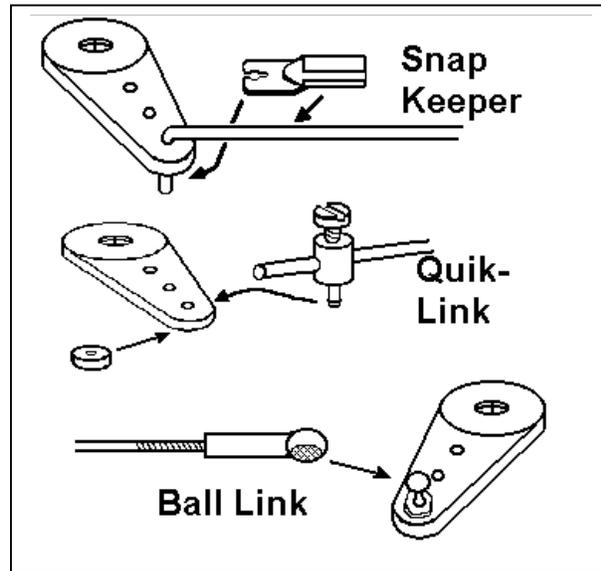
Snap Keepers: These are nylon clips that will (hopefully) keep an L-bended wire onto its control or servo arm. They snap on the wire on both sides of the arm, and in a low-stress installation may be useful. NOT recommended for critical flight controls.



The Quik Link: Perhaps the easiest of all to install, these are indeed quick - just insert into a hole in the servo or control arm, snap on a nylon keeper, and thread thru the wire or cable, and tighten the screw down where you want it. But these links have some pitfalls which may cost you a plane if used on flight controls. First, the nylon keeper "button" that holds the unit on the control or servo arm may come off, allowing the whole thing to disconnect - this is especially true if there is any wrenching or twisting involved. And under those conditions, they may not want to rotate properly, causing binding. Also, especially when used with music wire, the screw can slip. Quik Links are quite often included as kit hardware, but a lot of careful flyers will only use them on throttle cables, if at all.

The Ball Joint: These cost a bit more than other links, and are quite often worth it. A ball joint has it all - positive no slop control, no binding with moderate wrenching or twisting, easily adjusted, and hardly any way they will disconnect themselves. In any situation where the control arm must be free to swing in more than one direction, this is the way to go - the connection to the servo on a strip aileron installation is an obvious example.

NOTE: Almost all the above hardware comes in two popular sizes - 2-56 and 4-40. These figures refer to the wire and thread sizes involved, the 4-40 hardware being much heavier and stronger than the 2-56 versions. The heavier gear should be used in any plane above .60 size, and should even be considered for a fast .60, especially on aileron and elevator control systems.



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

Seen at the Field



Nice Bristol Scout from the Svenson kit, by **Trevor Hoskins**. Flies well on a 46 2-stroke fitted with a dustbin silencer. Fully built-up construction, covered in "antique" Solartex.

Kit Review

FK models CAP 232

I've never really contemplated an ARTF plane before, always preferring to build. However, the recent demise of my Acro-Wot, as noted above, left me without a sports aerobatic plane to fly. Although I will build another Acro eventually, I decided that an ARTF was needed to get me flying again soon.

Looking through the magazine adverts, I came across one for a series of **FK** models from 'My Hobbies' in London. Nine models are offered, namely an Extra 300, Sukhoi SU-31, and CAP 232, each in 40, 60 & 120 engine sizes, with wingspans of 54", 60" & 72" respectively. I went for the 40 sized **CAP 232**, as it also suits a 52 4-stroke and I had an OS52FS around from a scale project which is currently "on the back-burner".



Their mail order was very efficient, and a couple of days later a large box arrived. The kit is very comprehensive, with all parts included down to wheels and spinner. The only thing missing is a pilot, and I don't like flying 'empty' planes, but since the pilot from the Acro-Wot had escaped without a scratch, that problem was easily solved.

Construction, as in many ARTFs, is all built-up from plywood and balsa, covered in a strong pre-coloured film. It looks just about strong enough to take most flight loads (although I wouldn't like to try flick rolls at speed as I can with the Acro), but I don't think there would be much left in the event of a heavy 'arrival'. The large fibreglass cowl hides even the 4-stroke engine very well and is a very good though not quite perfect colour match to the film.

Like most ARTFs it's from the Far-East, although the only clue to country of origin is a web address on the box (www.fun-key.com.hk). The instructions however are excellent, very clear and in good English. The only point I thought wasn't quite right was that no mention was made of offset engine thrust; 2 degrees is built into the firewall, and hence the engine mount has to be offset, but the instructions don't mention this and describe fitting on the centreline. Still, it's not a beginner's model so it should be obvious to the builder.

Although everything is provided, the plastic clevises are always suspect on ARTFs, so I replaced them with metal ones. I don't really like pushrods, especially the heavy hardwood dowel ones supplied, so I fitted snakes for the elevator and closed-loop wire for the rudder. Just as well, as the model was still tail-heavy and needed 5 oz of lead in the nose to balance, even with the relatively heavy 4-stroke up front. The 2" wheels and spats look very nice, but are rather impractical for the field at Wick, so again cast-offs from the Acro were used.

Flying: At the time of writing I've had 3 flights, in which it behaved very well and should allow some good aerobatics once I've got used to it, with the 52FS supplying more than adequate power. Landings were a bit fast, but then I've never really mastered landing a tail-dragger, as numerous witnesses will confirm... Overall then, it could be a bit more than just the interim model I originally planned. We'll see...

Spot the Plane! (2)

Not altogether surprisingly, few people bothered to hazard a guess, and even less surprisingly no one guessed correctly. It is in fact a **Berliner-Joyce OJ-2**, a fairly rare US Navy reconnaissance aircraft of the early 1930s.

I found photos and detailed 3-view drawings of it in the “**Paul Matt collection**”. Paul Matt was a technical illustrator who drew hundreds of aircraft, many for US model magazines in the 1960’s & 70’s. A collection of his work is published in 2 books, “Scale Airplane Drawings Vol. 1 & 2”, which can often be seen advertised in the UK model magazines. The aircraft featured range from the very start of aviation up to the 1970s, but most are from the inter-war years, many being very rare and little known.

There is also a web site www.aviation-heritage.com through which CDs, containing the drawings and many additional contemporary photographs, can be bought.



From the 3-views I drew up my own plans after a fashion, by scanning the drawings into my computer and using a free CAD program (TurboCAD) to draw rib & frame positions etc. Perhaps I’ll describe it further in a future newsletter.

Events

Forthcoming events this year:

Thursday 3 rd Oct 2002, 8pm	Club meeting at the Bristol Hotel
Thursday 7th Nov 2002, 8pm	Club meeting and AGM at the Bristol Hotel
Thursday 5 th Dec 2002, 8pm	Club meeting at the Bristol Hotel

How to contact the Editor

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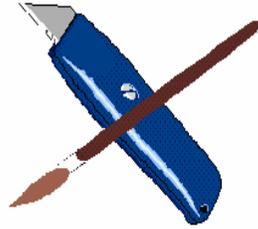
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Safe Landings,

Ian & Steve

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