

From the Pits.

The Newsletter of the Weston Model Flying Club

www.weston-model-flying-club.org

October 2004

Editorial

Gremlins have been the model of this year in the club, everyone seems to have one. Well, not everyone as I haven't... Anyway, you can read about the exploits of those who have.



It's been a good year for the club's progress if not for the weather, and it's nice to see the meetings well supported. Keep it up, especially at the AGM.

Club Meetings



The August club meeting at the field provided the chance for a photo session with a large number of club members and their planes.

AGM

The AGM will be on **Thursday 4th November at the Ashcombe Pub**. Please try to attend. The new committee will be chosen and the club's future intentions with regard to the field will be discussed. A buffet will be provided, and a raffle will be held with some good prizes including a brand new ARTF plane.

The last meeting of the year on December 2nd will be another 'Bring & Buy' where you can clear out the year's collected 'extras' and perhaps get a few cheap Xmas presents.

Flying Site Improvements

The old wooden walkway from the road to the bridge had been damaged recently, probably by cows standing on it, and had become dangerous due to broken slats. Hence it was decided to replace it with a concrete one.

This was done in a few hours in late September by the small working party seen below, and the opportunity was also taken to clear away and burn the old bridge timbers that had lain beside the gate since last year. The new walkway is much safer and long-lasting, and also gives us easy disabled access should it be required.



Note that although the concrete walkway is more than strong enough for its intended use it's certainly not advisable to drive cars across it, so please don't.

In addition to the hedge cutter purchased a few months ago, we now have a petrol-driven strimmer which can be used to clear away weeds or long grass from areas inaccessible to the mower. Many thanks to **Ivan Steerment** for donating this item.

Casualties

The ladder has had plenty of use recently, as here when Paul Lathall's electric pylon racer (mk II) ended up at the top of the hedge. Fortunately damage was minimal.



...Which is more than can be said for someone's helicopter...

Families Day

On the Sunday of the August Bank Holiday weekend the club organised a Families Day when friends, partners and children were invited along for a social get-together after flying had finished. The weather was unusually co-operative with the sun coming out in late afternoon just in time for the event. Unfortunately we had to leave early, so I'll leave it to **Mandy Meaney** (wife of Alan) to give an unbiased view in her letter to us:

To The Members of Weston Model Flying Club

May I take this opportunity to thank the club for a great evening of entertainment. The barbecue was brilliant – no fuss, no frills, just good old plain food appealing to all. The timing was well thought out allowing families with young children to attend. A game of rounders to end the evening proved to be a real hoot and a nice relaxing way to get to know other flying partners.

Thanks to everyone who helped to organised the event. Look forward to the next time. Excellent all round guys

WELL DONE

Regards

Mandy (Meaney)

ps. Steve (O'Brien) When I saw you cleaning up I wondered what you were doing with the black bin liners. I thought they were to transport sick planes and broken helis!

Spot the Model

The answer to last issues's competition was that the model is the one on the right. Too-small wheels and propellor are the most obvious give-aways.



Indoor Flying

Electric Helicopter

Piccolo

Hornet

Hoverfly



Hummingbird

Skylark

Snelflight

Fridays 7.30 - 10.30pm

Oct 8 & 22, Nov 12 & 26, Dec 10 & 17

With refreshments £2.50

**The United Reform Church Hall
Boulevard Weston Super Mare**

You must have BMFA insurance

You must have a frequency peg for the peg board

You must have a frequency pennant on your transmitter

Maximum of 4 models flying - this may be changed on the night

On flying safety the organisers' decisions are final

Trial meetings to test popularity

John Dale 01934 629292

Combat Flying Event

At the August club night at the Ashcombe a date was set to hold a Gremlin combat competition, it was to be held on Sunday 19th September weather permitting. The challenge was set and now all that was needed were the competitors with their planes at the ready.

Earlier in the year I had mentioned this to my brother Mark in the Yeovil club who said there was some interest to have a go and that they would “*whip our asses*”. The gauntlet was duly thrown and their response was impressive with two pilots attending the day with good looking models and spares including a spare set of wings (I think these guys mean business).



Competition Day arrived and everything was at the ready, with the Yeovil boys (Mark and Robin) first to arrive, shortly followed by some of our club members. I was the competition organiser with **Pat Teakle** the judge, and various other members were roped in as helpers for scoring and time keeping.

Pilots

Seven pilots entered, namely **Mike Pope, Mark Pope, Robin Saunders, Steve O'Brien, Peter Spragg, Keith Watts and Paul Lathall**.

A pilot briefing was held to itemise safety, scoring and format.



Format

The format was three rounds; each round was in a group of three or four giving each pilot one flight per round, and then a final with the top four.

Scoring

A points system was used which was calculated from flight time, streamer cuts, non-engagement, and safety minus points.

The Flying

The weather was a bit on the windy side with a couple of showers thrown in but flyable. We all lined up for a photo shoot with our models. The first four in the row from right to left were the first to fly. The first flight was quite interesting with the scoring being misinterpreted, this was straightened out with a quick briefing and all was back on track.

The following rounds got better and better with contact being made with the streamers a number of times, the flying being very competitive, which meant fun for the pilots and the spectators.

Keith made an early exit with a detached engine, followed shortly afterwards by Steve with a split engine-bearer.

The Final

All three rounds flown and the scoring added up, the four finalists were Mark, Robin, Mike and Peter. The Final begins, Pilots at the ready, planes on the starting spots, the whistle blows and a sprint to get those engines started and into the air, very quickly all four models are away and the scoring begins. Earlier rounds have bought confidence and some nice tight flying follows.



Four minutes into the flight and my engine dies, so that's me out, and the flying remaining tight, in fact very tight and a mid-air occurs. Mark and Robin's planes collide, is that the Yeovil team out? No, Mark's plane flies on with Robin's crashing into the far field, the final few minutes are left with Mark and Peter battling it out. Pat blows the whistle and that's it the only thing to do is land and count up the points.

Results

After what had been a great fun day for pilots and spectators there could only be one winner.

First	Peter Spragg
Second	Mark Pope
Third	Robin Saunders
Fourth	Mike Pope.



The "Le Mans" start saw pilots and helpers running to start their planes

Conclusion

This was a good fun competition, just ask any one who was there. Even **Alan Meaney** who turned up a bit late for the start of the competition but did manage to get a flight in the last round, scoring one of the few streamer contacts of the day.

My thanks to all for helping to make this another memorable day and may there be many more.

Mike Pope

Combat Flying – My Account

The first thing I must say is that I wouldn't normally have flown in a howling south-westerly gale, but well I thought it's only a £50 plane so lets get on with it.

My first round was hampered by a slow to start engine and then taking off on full rates (try this yourself, it doesn't half liven up the controls).

And miles out of trim, so whilst trying to sort out the controls flying at full throttle down wind I gained control somewhere in the region of Yatton / Claverham. Getting back having already lost half my streamer, just in time for the judges to declare that the plane with the black wing underside was not engaged. Couldn't be me I thought as I've already had my streamer cut and my wing underside is white. But the judge's decision was final. I did manage to steer clear of the Yeovil boys though so landed in one piece.(I was wondering why they had brought spare wings with them---and found out later watching the final).



My second round got off to a better start - engine fired up first thwack of my screwdriver handle and I was first in the air, flew a couple of circuits whilst waiting for opposition and you guessed it the judges decided that I wasn't engaged. They didn't even have a stab at an under wing colour this time, having mistaken black for white last time! There was not a lot of streamer cutting in this round and sadly I cracked my engine mount on landing so I was out.

My thanks to the organisers, I look forward to the next round. Perhaps we could allow the judges to bring their guide dogs next time instead of relying solely on their white sticks...

Steve O'Brien

Mobile Phones Again

You'll hopefully all be aware that our club follows the advice from the BMFA that mobile phones should not be taken on to the flying field because of the risk of interference with transmitters.

Until now it has been generally accepted that the risk is theoretical rather than real, but a recent high-profile incident has shown evidence that mobiles really can interfere with the new synthesised-frequency transmitters.

While as far as I know no-one at our club owns a synthesised set yet, we don't want to let our complacency cause a problem should anyone get one. Hence this should serve as another reminder to everyone that mobile phones are not allowed on the field.

The full text of the BMFA safety bulletin can be found at http://www.bmfa.org/news/bulletins/sb6_mobiles.html

Photo Credits

Thanks to a number of people for various photos used in the newsletters, particularly **Jason Streeter**, whose collection of photos of the club at www.pbase.com/jstreeter/weston is getting quite extensive, numbering over 300 pictures last time I looked. It definitely helps if you have broadband!

Seen at the Field



Another fine scale model by **Trevor Hoskins**, this one is an RAF Chipmunk from the Airsail kit, fitted with a Thunder-Tiger 54 4-stroke.



Caption Competition



No, I'm not even going to try to explain this one, taken at the August club meeting photo-session. I'm sure you can all make your own suggestions...

Prop Chart Guide

Engine Size	Ideal Prop Size	Propeller Size Range	Engine Type	Ideal RPM Range
0.10	7x4	7x4~6, 8x4	2-Stroke Glow	14000~16000rpm
0.15	8x4	7x5~6, 8x4~6	2-Stroke Glow	14000~16000rpm
0.25	9x5	9x4~6, 10x4~5	2-Stroke Glow	12000~15000rpm
0.32-0.36	10x5	9x6~8, 10x5~6, 11x4~5	2-Stroke Glow	12000~15000rpm
0.40	11x5	10x6~8, 11x5~7, 12x5~6	2-Stroke Glow	11000~12000rpm
0.46	11x6	10x7~9, 11x6~8, 12x5~7	2-Stroke Glow	10000~12000rpm
0.53	11x7	10x8~10, 11x7~9, 12x6~8	2-Stroke Glow	10000~11000rpm
0.61	13x6	12x8~10, 13x6~7, 14x5~6	2-Stroke Glow	9500~11000rpm
0.75	13x7	12x9~11, 13x7~8, 14x6~7	2-Stroke Glow	9500~10500rpm
0.91-1.08	14x6	13x10~11, 14x6~8, 15x6~8	2-Stroke Glow	9000~10000rpm
1.20-1.35	16x8	15x8~10, 16x8~10, 17x8	2-Stroke Glow	8500~9500rpm
1.40-1.80	18x8	17x8~10, 18x8~10, 20x6~8	2-Stroke Glow	8000~9000rpm
2.10	20x10	20x10, 22x8	2-Stroke Glow	8000~8500rpm
Engine Size	Ideal Prop Size	Propeller Size Range	Engine Type	Ideal RPM Range
0.26-0.30	10x6	10x5~7, 11x4~5	4-Stroke Glow	10000~11000rpm
0.40-0.45	11x6	11x6~7, 12x5~6	4-Stroke Glow	10000~11000rpm
0.48-0.56	11x7	11x7~8, 12x6~7, 13x5~6	4-Stroke Glow	10000~11000rpm
0.63-0.72	12x7	12x7~9, 13x6~7	4-Stroke Glow	10000~11000rpm
0.80-0.91	14x7	13x8~11, 14x7~9, 15x5~7	4-Stroke Glow	10000~11000rpm
1.00-1.20*	14x8	14x7~8, 15x6~10, 16x6~8	4-Stroke Glow	9000~10000rpm
1.40-1.50**	16x8	16x8~12, 17x8~10, 18x6	4-Stroke Glow	8500~9500rpm
1.80-2.00	17x8	16x10~12, 17x8~10, 18x8	4-Stroke Glow	8000~9500rpm
2.40	20x8	18x10~12, 20x6~8	4-Stroke Glow	7500~8500rpm
2.70	20x10	20x8~12, 21x8~10	4-Stroke Glow	7500~8500rpm
3.00-3.20	21x10	20x10~12, 21x8~10, 22x8	4-Stroke Glow	7500~8500rpm

Seen at the Field



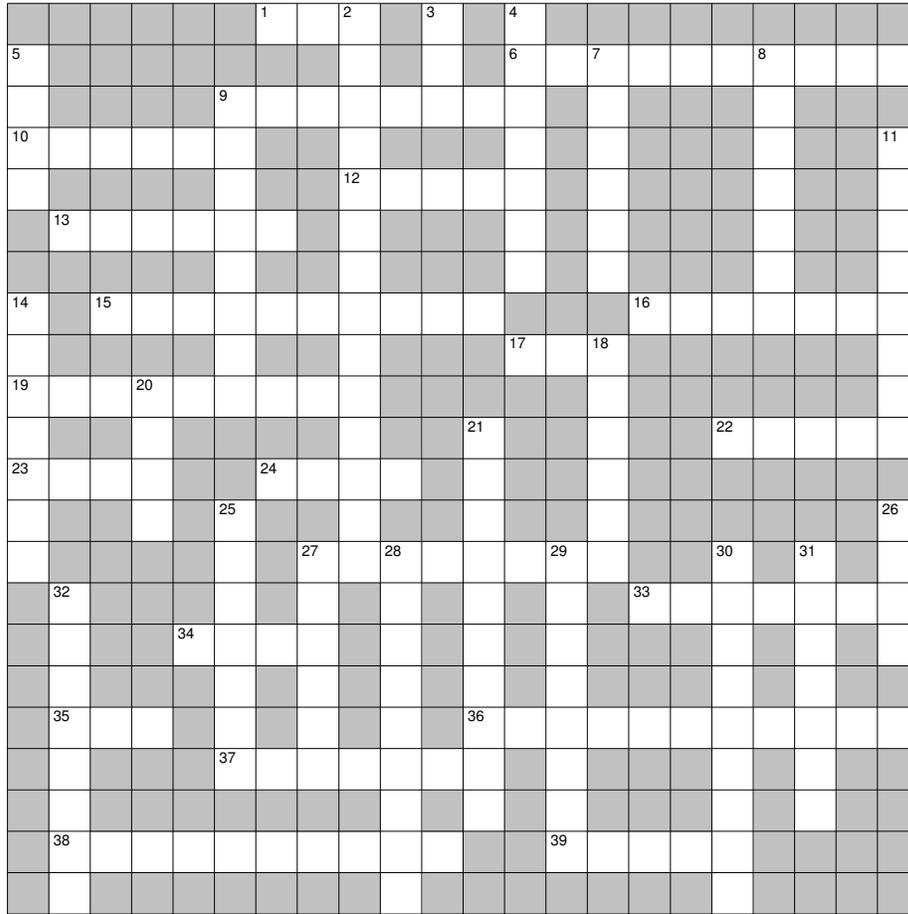
Fokker Tri-plane by **Trevor Hoskins**, from the Ripmax kit. Trevor has modified the kit quite a bit to make it more scale. Among the changes are a more accurate wheel spacing, which has improved ground handling, and a bigger cockpit.

The earth colour is authentic as is the streaky finish, as the real ones were hand-painted in the field.

Power is a Saito 45 4-stroke.

Crossword

See how you get on with this puzzle. All the clues are related to our club or hobby. Answers next issue.



Across

- 1 Take the method back and turn sideways (3)
- 6 Bridge round at the pop group holding on (6,4)
- 9 Chase mob out to the meeting place (8)
- 10 Manufacturer of infra-red grape tree? (6)
- 12 Ok in a turn but not while landing (5)
- 13 Town in the lowest onomatopoeia (6)
- 15 Use it to do fast circuits or cry "plane" (5,5)
- 16 Girl holds ten for the sender (7)
- 17 Try to stay in the middle of it (3)
- 19 It'll make you go (9)
- 22 Not a toy (5)
- 23 Neat cut to balance (4)

- 24 A prayer helps as well... (4)
- 27 Gets the signal (8)
- 33 One liar helps a bank (7)
- 34 If you do a bad one you'll be back in the pool (4)
- 35 Get it before you fly! (3)
- 36 Start term in controller (11)
- 37 Bet I run faster than most (7)
- 38 Lester went out to get a paper (10)
- 39 One road to control (5)

Down

- 2 Bad scale twin wreck nearby (4,2,8)
- 3 Once a year (1,1,1)
- 4 Imaginary creature in the works (7)
- 5 End in the last ailment (4)
- 7 Card game to enter the field (6)
- 8 Leap bin to get to this flier (7)
- 9 A flier and two circles give this wing shape (8)
- 11 No Thelma, it is fuel (8)
- 14 Model planet (7)
- 18 Right under a cow to steer with (6)
- 20 Juice mover (4)
- 21 Cheer pilot for the aircraft (10)
- 25 Wot plane? (7)
- 26 It blows up a clock (4)
- 27 Flying dinosaur? (6)
- 28 Train once badly to keep things in (9)
- 29 Surface gives lift in the USA (8)
- 30 Happy aviator ending for the fighter (9)
- 31 Last cry for the timer (7)
- 32 Cute rodent trainer (8)

Readers Letters

Dear Sirs,

I must strongly protest at the way my letters were edited in the last issue. I was made to look a complete idiot, and some people have even suggested that my letters were made up by the editor. Kindly do not do it again.

PM, Weston.

Events

Forthcoming events this year and next:

Thursday 4 th Nov 2004 8pm	Club meeting and AGM at the Ashcombe
Thursday 2 nd Dec 2004 8pm	Club meeting at the Ashcombe – bring & buy event
Thursday 6 th Jan 2005 8pm	Club meeting at the Ashcombe

Club Meeting Venue



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 & Paul Lathall** 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.