

# From the Pits

The Newsletter of the Weston Model Flying Club

October 2012

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



## Editorial

The AGM was held at the start of November and we have a report in this issue.

Following on from a point raised recently, it is emphasised that we are a Radio Control flying club and don't do non-RC activities such as Control-Line or Free-Flight. You all know that of course, but just in case you are asked by anyone outside the club, that is the position.

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## Field Improvements

The pits area is getting very muddy with all the rain and as you will see part of it has been fenced off to allow it to recover.

Very little has been done to the field in the past year following substantial improvements in previous years (new bridge, clubhouse etc.). A number of improvements have been suggested, for instance a piped water supply, and some repair and maintenance work will also be necessary, so look out for some changes for the better next year.

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## Cool Wall



As you all know it's not really possible to fly model aircraft without the odd crash, and several are featured here in the Newsletter and the website. But now there is a further source of humiliation of crash victims: the Cool Wall in the Clubhouse! In the past I've been accused of being the Grim Reaper, rushing to the scene of a crash with my camera, but now it seems I'm not alone; the days of anyone getting sympathy for a crash are long gone, and the Cool Wall board is filling up fast, adorned with appropriate comments as well. Chairman **Mike Pope** seems to have his own gallery, I really can't imagine why...

## AGM Report

The AGM was held on Thursday 1<sup>st</sup> November at the Memorial Hall.

### 2013 Club Fees

The club fees have been increased by £3 for adults and £2 for OAPs, in order to ensure the club's continued growth and improved facilities, especially bearing in mind the new improvements mentioned on the previous page. This year the BMFA has increased their fees by £1 for seniors (adults and OAPs) and juniors which is reflected in the table below.

Membership Type	Club	BMFA	Total
Adult members	£82	£32	£114
OAPs (65 & over)	£67	£32	£99
Juniors (below 18 years)	£0	£17	£17

### 2012 Committee

The main change this year is that **Trish Beacham** is the new Social Secretary, replacing **Ron Bebe**. Many thanks to Ron for his hard work in the past. There are also some new faces in **Alan Tanner** and **Alex Hudson** as Committee Members.

Title	Name	Phone	Email Address
President	Robin Muir	01275 844046	robinmuir.homestead@virgin.net
Chairman	Mike Pope	01934 516869	mikepope@talktalk.net
Vice Chairman, Chief Safety Officer	Dave Beacham	07934 661241	db9456@btinternet.com
Secretary	Tom Flynn	01934 518636	flynnthomas@sky.com
Treasurer	Pete Gifford	01934 519027	p_gifford61@hotmail.com
Membership Sec	Pete Richards	01275 852126	louise.richards2@tesco.net
Social Secretary	Trish Beacham	01934 414689	db9456@btinternet.com
Committee Member	Ian Armstrong	07818 861580	ian@ia42.com
Committee Member	Mike Barnett	01934 627863	postmaster@heliboy.plus.com
Committee Member	Alan Tanner	01934 524011	alanjtanner@btinternet.com
Committee Member	Alex Hudson	07799 043642	hdsnlx@yahoo.co.uk
Committee Member	Ivan Steerment	07775 981677	isteerment@gmail.com

### Safety Officers

The safety officers are:

Mike Adams	Mike Barnett	Dave Beacham	Jamie Cuff
Alex Hudson	Mike Pope	Alan Tanner	

### Other Points

A bouquet of flowers was presented to **Trish Beacham** for her tireless work making cups of tea for thirsty fliers at the field! **Dave Beacham** was voted Clubman of the Year, with **Rob Sloan** as the Most Improved Flier. Well done to all.

The raffle prize of a Jupiter ARTF was won by **Paul Rogers**.

## Air Cadets Day

Most of the youngsters who have joined the club in past years have not stayed long, but the one exception is of course **Will Richards**, who has been a regular here since the age of ten. Will is now a member of Nailsea Air Cadets and has obviously inspired them to find out what model flying is all about.



Organised by Will's dad **Pete Richards**, the club put on a day's introduction to model flying for the cadets. On Sunday 7<sup>th</sup> October ten cadets (besides Will) turned up with three helpers for an afternoon's flying. Four trainers with buddy-boxes were laid on, and the cadets were able to have several sessions flying each.

Ivan kindly ran the BBQ again, and about 25 club members turned up to help and give support. **John Harris** from the South-West BMFA also came along to help and brought a trainer, but it became a victim of a dead battery! And **Dave Tremelling's** trainer was also lost to a failed wing mounting.



**Alex Hudson** brought along his jet, and although it is too big to fly from our field, Alex gave demonstrations of the power available (32lbs of thrust makes it rather difficult to hold!)



All the cadets and helpers enjoyed the day and it's quite likely that another may be held next year.



## Battery Charger

For some time now we have had a battery charging station in the end of the clubhouse, consisting of a lead-acid battery charged by a solar panel. This was originally intended for the club trainer, and although anyone else is allowed to use it, you should note that it cannot cope with heavy use, especially when there hasn't been much sunshine to recharge it, and several times recently it has been run flat. So please charge your batteries at home, or from your car or your own lead-acid battery, and only use the club facility if there is no alternative.

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## Woodspring Wings 2013

Once again WMFC are joining with Woodspring Wings club in putting on the WW show on July 6<sup>th</sup> & 7<sup>th</sup> next year. Planning has already started with a meeting in October and the next is on Wednesday 5<sup>th</sup> December, 8pm at the Prince of Orange in Yatton if anyone else wants to get involved at this stage. We'll be approaching everyone sooner or later!

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## Gone Fishing!



Our AeroLoop came in handy again as Paul Rogers' Cub only just cleared the rhyne but was not accessible from the field.

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## Seen at the Field

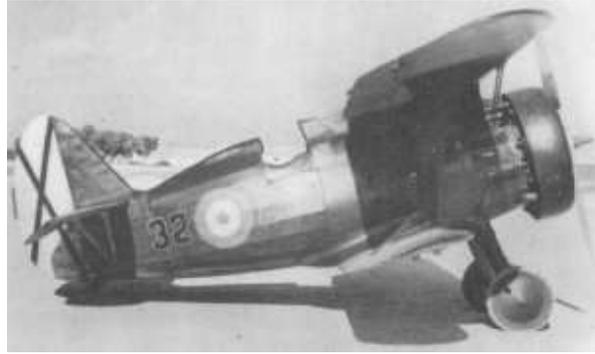
On Saturday 29<sup>th</sup> September, Vulcan XH558, the last flying example which has been privately restored, flew over our field on its last outing for 2012. Currently there are doubts over its future in the air due to expense and the lack of spares, so those of us who were there may well have been among the last to see it flying. You can keep up with the latest situation at [www.vulcantothesky.org](http://www.vulcantothesky.org)



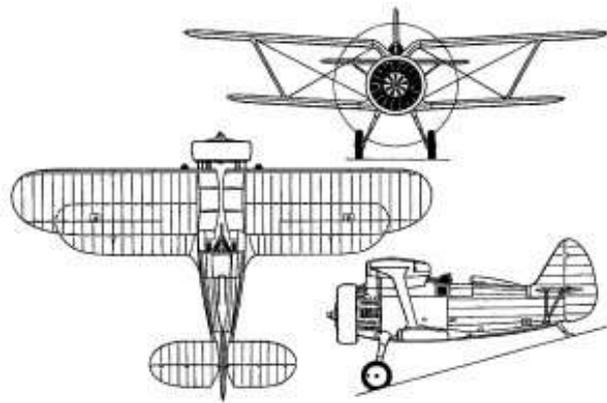
## From the Workshop

### Polikarpov I-15

Most of you know that I'm rather partial to scale biplanes. So as it's been a while since the last one I've started another. The Polikarpov I-15 has been on my list of favourites for a while because of its rather unusual gull-wing, but I'd never been able to find a plan. Eventually however I saw a plan of the I-15bis (bis meaning new) which was a development of the I-15 without the gull-wing and with a longer cylindrical cowl. Simpler but less interesting, but I decided to build it anyway.



When the plan arrived it seemed OK at first, but on closer inspection turned out to be perhaps the worst drawn plan I'd ever seen; almost every dimension was different, formers were not square to the centreline and not even symmetric etc. Basically, if I'd cut out parts as per the plan nothing would have fitted at all, not to mention the numerous scale inaccuracies.



So I started re-drawing parts of it, until I realised that as I was effectively drawing my own plan anyway I might as well do the I-15 that I wanted in the first place. So that's what I'm now doing, with the bought plan relegated to the bin and with the help of some drawings (with text in Russian!) found on the Internet.

So far I've built all the tail surfaces and lower wing, and I'm just starting on the top wing and fuselage. Scale will be 1/6 giving a span of 1.625m or 64", and it will be powered by a Laser 150.



### Full Size

The I-15 from the Soviet Polikarpov design bureau appeared in the mid-1930s, a contemporary of the RAF's Gladiator. It saw service in the Spanish civil war where it was supplied to the Republicans but many were captured and used by the other side as well. As well as the gull-wing which earned it its Russian nickname of 'Chaika' (seagull) its other characteristic was the very short stubby fuselage which led to its Spanish nickname 'Chato' (pug-nose).

None survive today although there is a replica in a Spanish museum, so detail photos are somewhat rare. The one shown above is in Spanish markings although I'll probably do mine in Soviet Air Force colours.

## Events

Forthcoming events this year and next:

Date	Event
Wednesday 5 <sup>th</sup> Dec 2012 9pm	Woodspring Wings Show Planning Meeting at Prince of Orange, Yatton
Thursday 6 <sup>th</sup> Dec 2012 8pm	Club meeting at the Memorial Hall
Thursday 3 <sup>rd</sup> Jan 2013 8pm	Club meeting at the Memorial Hall
Thursday 7 <sup>th</sup> Feb 2013 8pm	Club meeting at the Memorial Hall
Thursday 7 <sup>th</sup> Mar 2013 8pm	Club meeting at the Memorial Hall

## Website

Don't forget that all previous issues of the newsletter since I started doing it (back in October 2001!) are available on the club website [www.wmfclub.co.uk](http://www.wmfclub.co.uk). I also try to keep the Gallery section reasonably current with photos taken when I'm at the field, and finally don't forget the For Sale section where you can add your own For Sale and Wanted adverts.

## Club Meeting Venue



All club meetings apart from those in the summer months are normally at the **Memorial Hall**, High Street, Congresbury. If you're coming from Weston, turn right at the traffic lights, and the hall is just a few yards further along High St.

The summer meetings (April to September) are at the field at Wick St Lawrence.

## 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.