

Editorial

You'll see a couple of items about safety in this issue. The message seems to be that, although we have a good record on safety, and a well-thought out approach, some people are starting to forget or slip. Please don't forget that it only takes one incident to possibly cause serious injury, and that even lesser ones, if they involve non-members, could cost us the use of the field.



Many thanks to those people who contributed to this newsletter. However it's proving increasingly difficult to get enough material to fill a complete edition, so please do try to contribute to future issues. It doesn't have to be a complete article, just a few lines on your experiences in building, flying, even buying if it's an ARTF etc. The intention is that this should be a communal effort, sharing experience and keeping everyone informed with what's happening at the club, rather than one or two people doing everything. It's not difficult to put a paragraph together, so why not give it a go for the July issue?

Club Meetings

John Stennard, who writes the Indoor Flying column for RC Model World as well as many other articles in other magazines, gave a talk on the subject of indoor flying at the April 4th club meeting.

It was very interesting, covering the latest technology advances in the field, plus all types of indoor electric aircraft from ultra-lights weighing only a few grams (the one pictured here weighs 45g and will fly for 4 mins on 3 50mAh cells) to indoor scale, and finishing with a flying display of a Hornet electric helicopter (pictured Right) at the end of the room!

It was rather unfortunate and embarrassing then, that only 15 members from our current total of 72 turned up to see it.



New Flying Field

At the Club Meeting in March the Sub Committee gave a presentation with details of two options that were available. Thanks go to **Alan Meaney** who prepared the presentation and **Steve O'Brien, Paul Lathall** and **Kevin Aldridge** who gave the presentation.

For those who could not make the Meeting I will give a brief summary.

The first option was to buy the whole of the existing field. It was estimated that this would cost about £30k. The advantage would be that we carry on with no interruption, as Planning Consent already exists. Also with the whole of the field we could perhaps have dedicated areas for fixed wing and another for helicopters. The disadvantage is that after informal chats with the Planning Officers, it is unlikely that we would be given approval for any development of the site, i.e. hard runway.

The second option is that we have identified a field on the Bleadon Levels that would be suitable. The advantage of this field is that it is much larger, 11 acres compared to 6 acres for our existing field. It is flat with little or no obstructions - there are no hedges. The disadvantages are that we would have to apply for Planning Consent; the field would need levelling and rolling and the access improved. Also because of the size it would be more expensive, it was estimated at £44k.

Both of these options were discussed at length and at the end of the evening the Meeting unanimously opted for the site at Bleadon.

Although at the presentation we had shown a film of the new site, it was thought that a site visit would be beneficial. On the following Saturday a number of Members went to Bleadon. From the feedback it was thought to be an ideal location but would require some work before we could use it.

Since the presentation we have opened negotiations with the farmer. As usual his idea of a fair price and our idea are a world apart!! We have based our offer on an average of the going rate for farmland - he has more than doubled that!

So as you can see there is still a little way to go before a satisfactory conclusion can be reached. We will continue talking to the farmer and hope to agree a suitable price. If not we will continue looking for other sites.

So if you know of any locations that will meet our requirements, please contact any of the Sub Committee.

Gerry Crossman,

Chairman of the Sub-Committee

Safety (1)

We recently received a complaint from the farmer about a club member driving too fast past the farm. While that particular incident is closed, it's worth reminding everyone that there is a **20mph** speed limit in the lane, and this **MUST** be observed, especially past the farm and any other buildings or locations where animals or children might run out. I think the consequences of any accident are obvious to us all, so please be careful.

Featured Model

This month's contribution comes from **Steve O'Brien**, and features a semi-scale model of the popular Shorts Tucano.

Peterborough Models Tucano 56" Wing Span

Christmas 1999 was looming fast, so in an attempt to end up with something I actually wanted, I pointed my wife in the direction of Peterborough models for a Tucano. She later reported that they were most helpful explaining that at this time of the year they had many phone calls from female buyers not having a clue what they were actually buying but wanting a guaranteed delivery before Christmas.



As this model has a fibreglass fuselage a very large box arrived on the day This was the first plane that that I had ever built, I was attracted by the fact that it was a modern scale aircraft with cracking looks and a fibreglass fuselage as I thought that it would be quick and easy to build and needed little in the way of covering skills, (I had failed dismally in my first attempts of covering which were attempted on a very second hand wot4 ,having clearly not read the instructions at all and not noticing that the covering had a backing film I had great difficulty getting it to stick I did discover that more heat helped and with a smoking iron I completely covered the plane –and nobody noticed.

At first glance the kit looked to be of the highest quality, with the exception of the instructions, which were a dozen or so typed pages and basic drawings however they were ultimately sufficient. The fuselage looked impressive but clearly hid the fact that many holes had to be cut out and shaped—as I was still in the pre-dremel age this was a time consuming job. Fitting of bulkheads, tailplane and rudder were slow, not to mention a sticky job.

The wings were very standard in assembly but my pair were hardly a matching pair. The root section was about 5mm thicker on one wing than the other (I should have sent them back, but not knowing much difference at the time persevered) I found that a good adjustment with a rolling pin reduced the error to a millimetre or so, I quickly bandaged them together and job done.

Engine and gear installation was easy. A red Irvine 46 was fitted - being in the mid range of suggested engines I thought that it would be just the ticket. Radio gear used was jr517 servos and a gws 8-channel receiver.

Lots of decoration was required to achieve the required scale look but it was worth it in the end.

Test flight day

A very cold and blustery Sunday morning in early February fuelled up and started o.k., the test pilot was **Paul Lathall**. Takeoff and first flight were absolutely fine, just a few clicks of trim here and there and job done. It got more and more windy that day so I decided not to fly it myself.

A couple of weeks later on a fine still day, it was my go, the first takeoff was aborted as it showed not sign of wanting to lift off, next attempt, determined to get it in the air I blasted across the square and yanked in tons of elevator as it reached the other side it lifted off straight into a knife edge much to the gasp of the gathered crowd. As this is not a manoeuvre that I can actually do a bit of frantic work on the sticks was called for more by luck than judgment I got it into level flight and thoroughly enjoyed the flight. A couple of more flights that day had equally difficult takeoffs.

It became apparent that as the design being totally scale had undercarriage that provided no wing angle of attack and therefore very little lift, until such speed of takeoff is achieved that the elevator can lift the nose wheel then takeoff looked unlikely. Either a good head wind was needed or more power.

I flew the plane a couple more times with the combination of very short grass and a reasonable headwind. A couple of months later I noticed that in a new advertisement for the model the recommended engine size had been increased from 40-50 to 46 -60 Hmm I thought, somebody else has had similar experiences. So a bigger engine is needed. Luckily for me the Irvine 53 is built using the same crankcase as the 46 and so fitting it was just a nuts and bolts job.

I had intended to test fly the plane with its new engine to finish this article but a succession of weekends with lousy weather and publication day looming I must end here.

Safety (2)

A potentially dangerous incident occurred over Easter when a trainer was being flown at the same time as a helicopter. The helicopter went out of control, and by the time it was brought under control it was very close to the trainer pilot and instructor, who were standing at the other side of the field.

This reinforces two safety points previously made: that pilots should always stand together, and more importantly that helicopters and fixed wing planes should NOT be flown together.

Helicopter-only slots have been shown to be very effective, but we seem to be slipping slightly. From now on this agreement, although not a club rule, should be strictly enforced, so please stick to it and remind anyone who has forgotten.

Sandown

The well-known Sandown model exhibition takes place on May 4th & 5th. As well as most well-known vendors there is a flying display. Unfortunately I understand that **Christophe Paysant-Le Roux**, the world aerobatic champion will not be there this year, but there is usually much worth seeing. **Alan Meaney** is collecting names for a bulk purchase of tickets.

Fun Fly League 2001

In the last issue I described the events which had taken place in 2001, and the winners of those individual events. However, the league counts the total score throughout the year, so consistency is the key. Hence the top 5 were as follows:

Pat Teakle	440 points
Mike Pope	430
Steve Ball	350
Gerry Crossman	340
Ian Armstrong	325

Pat was presented with the trophy at the February club meeting.

The 2002 League has already started. Events will take place on the first suitable day in February, April, June etc. Make sure you don't miss one!

Spot the plane! (1)

Somewhere in the picture below is a plane. Simply put a cross where you think it is and return to **Steve O'Brien**, and you could win yourself a prize. A small prize that is, but a prize nonetheless...



Paying For It!

Ok, let's explain the title. **Steve O'Brien** has asked me (must be getting really desperate) to give a brief overview of my experience of paying for some of this, now widely advertised, professional flight training. Is it indeed professional? Is it any good, and if so when? What, if any, are the benefits? By the end of this (short) article I hope to have answered these questions.

Let me start by saying that I think this will be of particular interest to complete novices, intermediate flyers and especially helicopter flyers.

My needs (modelling kind) relate to helicopters, but if the plank, sorry, fixed wing flyers will hang in there, they may be enlightened too.

As many of you will have seen, I make annoying close in buzzing noises with my chopper (let's get technical) and had progressed from tail in hovering to figures 8's, to big figure 8's. Mostly the model is flown side on or tail in, never fully towards you, and always with the turn away from you. After a few outings this gets boring and you realise the limitations. Before you can fly a chopper with complete confidence and safety, you have to be able to fly full circuits in front of you and hover nose in. Ask anyone who is into heli's and they will tell you this is considered a major hurdle/barrier, that I would guess the majority of heli flyers never address.

I had decided to try and push things along a bit and try some circuits, but high ones, about 70ish ft, to give me some chance of recovery if (when) something went wrong. The heart rate went up when I psyched myself up to do the first one, but I did it. During a second session and about the fifth circuit, the heli turned into wind to do the 'towards me' bit; this is the part where unless you can hover/fly nose in, the heli is not under control. Not enough forward cyclic (elevator) to keep it moving forward and the heli stopped, facing me! It then performed a well known Botanical manoeuvre called terra contactus hardy, also known as vertical re-kitting! The result of this was a £190 repair bill to get it flying again. "Okay," I thought, "that's it, I need to learn nose in hovering, and quickly, before I do anything else". But how?

I decided to pay for it.

I contacted ATS Flight Training near Swindon and booked myself in for two hours. The first indication of their popularity was that I had to wait three weeks!

On arrival at their site, also a full size private grass strip, I was met by the general manager and chief heli instructor **Paul Heckles**. Paul is well known on the display circuit for very spirited heli and fixed wing flying.

Paul initially asked questions, and made notes, regarding my exact requirements and level of experience. There followed a very thorough briefing on the equipment to be used, method of training to be employed and procedures of using the field.

Then it was outside with the model (a Raptor) and gear to fuel up. Paul asked me to hover tail in first so he could judge for himself my (in)competence. Then he gave me control of lateral cyclic (aileron) only.

After I got used to this tail in, we flew the model downwind, stopped and turned it to the dreaded nose in position. As I only had to think about aileron it seemed fairly simple to do my bit; but then it wouldn't it?

After a tank of fuel spent turning from nose in to tail in etc. we landed and fuelled up again. Then it was off for some more of the same, but this time he gave me full cyclic (aileron/elevator). With both of us flying different controls, the model stayed in the air and on the spot. Obviously a winning combination! Occasionally we had to hover to one side to let a full size taxi; such teamwork!

On the next tank of fuel he let me have collective (up and down), and on the next tank he asked if I felt ready to take the anti-torque (rudder) control as well. Well it was his helicopter so I said, "Fine, let's go for it." As we had done before, I flew it down wind, stopped and turned it nose in, and there it stayed; God these Raptors are good. It wasn't until I had landed that I realised what I had achieved in only four tankfuls of fuel.

After a quick coffee break we put another few tankfuls through, with me doing all the flying, starting to move it around nose in and eventually ending up landing and taking off, all nose in. All through these sessions Paul was providing a running commentary on what I was doing right, wrong and giving tips and encouragement. There was one point in particular that demonstrated Paul's professionalism and competency. There were three times when nose in, I lost it! Each time I said (quickly), "I've lost it, you take it." Each time he said, "You're okay" and left me to recover it; which I did. If you can imagine standing next to someone with a heli, facing you at 30ft and partially out of control, and still letting the student try to sort it out; you'll know what I mean! His theory was that this would happen back at my club so I might as well learn how to get out of trouble.

After two hours I paid my £70 (gladly) and drove back to Weston with a big grin on my face, despite the worst the M4/M5 could throw at me.

Well, have we answered any questions?

Q. Was it Professional?

A. Totally, and very enjoyable too.

Q. Is it any good/when?

A. Yes it's good. In my case if I had had the training a few weeks earlier, I would have saved myself £190. For heli flyers, the best time would be right at the start. I see no reason why someone shouldn't be hovering in two hours using these methods. Also again, at the stage I was at. For fixed wing, I know club instruction is available but if someone wanted to get a good head start quickly this would be ideal. Also to learn advanced aerobatics maybe.

Q. What are the benefits?

A. The potential to save time and money in fewer crashes and to build ones confidence and enjoyment of the hobby more quickly.

I can thoroughly recommend it.

However, as with everything, there is, of course, a downside. With many fewer crashes this will result in fewer spare parts, glue, covering etc. being purchased from model shops; apologies to **Dave Cuff!**

John Hopkin

Spot the Plane! (2)

I've been working on another scale model this winter. It's still several months away from completion, but I thought you might like a preview. To the right is a picture of the **full size** aircraft. There will be a prize (a very small prize you understand...) for the **first** person to correctly identify it. **Manufacturer** and type are required.



Actually it's an extremely small prize...

Events

Forthcoming events this year:

Thursday 2 nd May 2002, 8pm	Club meeting at the Bristol Hotel
First fine Sunday in April...	Second fun fly league event of 2002
Thursday 6 th June 2002, 8pm	Club meeting at the field, weather permitting
Thursday 4 th July 2002, 8pm	Club meeting at the field, weather permitting
Thursday 1 st August 2002, 8pm	Club meeting at the field, weather permitting

How to contact the Editor

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Circulation

I think we have an up-to-date email list, but if any of you are receiving this and are no longer with the club, please let me know so I can remove you from the list.

Safe Landings,

Ian, Steve & Tom