

From the Pits

www.wmfclub.co.uk

April 2013

Editorial

After a difficult time recently the club seems to be running smoothly again. Let's hope for some good weather this summer to make it a perfect year!

Club Changes

Sadly **Dave & Trish Beacham** have left the club. Both had contributed a great deal to the club over the last few years, for which we are very grateful. The roles they held are being distributed as follows:

Grass mowing is being co-ordinated by **Alan Tanner** along with **Roger Chamberlain, Mike Adams** and **Robin Muir**. They are aiming to mow on Tuesday and Thursday if anyone else wants to help out. Flying is permitted with care when possible while mowing is taking place.

As for drinks; tea and coffee are provided by the club, bring your own milk, and CLEAN UP AFTERWARDS!

The vacant committee positions will not be filled until the AGM in November. Until then Club President **Robin Muir** will act as VC, the Social role will just be handled by events organised as required, and Safety will be jointly handled by the Safety Officer team. A list of the latter is on the website and the clubhouse notice board.

Fuel sales will be handled by any committee member. Contest 10 and Pro-Synth 10 are now available at £19 and £15 respectively. Cash only!

Club Improvements

A number of improvements are on the way. A much up-rated solar-powered charging station for battery packs is already under way as we go to press. This will have around 300Ah capacity and should be more than enough for several of the large LiPo packs being used these days.

Water on tap in the clubhouse, and model starting tables as at Woodspring Wings are both coming soon.

A new club trainer (Ready 2) has been purchased as the previous one was worn out, thanks to Ivan for arranging this. Please use this only for training, not for general use. There is now a Prangster (the green and yellow plane) in the clubhouse which is for anyone's use.

Gun Club Visit

Robin Muir is arranging a visit to the Woodspring Shoot gun club just across from our field. There will be opportunities to have a go at clay-pigeon shooting as well as seeing their ground and facilities. The date will be announced shortly and there will probably be a small charge for ammunition if you want to have a go.

Club Website

The For Sale section is being used more lately. Don't forget to look on there to see what's for sale, and please use it if you have anything to sell. Those advertising have apparently had enquiries from far afield; it's not just us who read it!

Safety

A recent check of model failsafe settings revealed that some people had not set theirs, and some new members didn't even know about it. Most modern radio sets have a Failsafe capability which sets the controls to pre-determined positions if the transmitter signal is lost. Usually the flight controls are set to give a gentle curving decent, but the most important thing is that the throttle is set to idle (for IC) or very low speed (electric). If you don't know how to set it, consult the manual for your set or ask an experienced member who knows your system.

It's the start of the new season for many people, so don't get rusty about safety! Take some time to remind yourself about basic safety procedures, and perhaps sit and read the club rules as well, you'll find them on the website. We've already had the 'finger in the propeller' scenario this year, fortunately not serious, but don't let it happen to you as cleaning blood off a new airframe is a chore... Safe flying!

BMFA Area Examiners Meeting

The second such meeting to be held at our field took place on May 4th. Although a very windy day, the heavy rain in the morning fortunately stopped in time for the event to go ahead. Because of the wind there were no takers for A- or B-tests, so examiners flew demo flights. The day was pronounced a success; thanks go to Ivan for the barbeque, and several other members who turned out to help.



A Double Helping of Chilli

A double portion of chilli can be a bad thing – particularly on the following day. However on this occasion **Mike Pope** and **Pete Richards** are hoping that two is better than one. Last Autumn Pete and Mike decided to build two 'Chilliwind' pattern-ships from the plans by Mike Delacole – but as we all know size is everything - so they also decided to scale up by approximately +20%, to create a version with 70" wingspan.



The Chilliwind design dates from the '70. It's a fantastic flying aeroplane that will do the full aerobatic schedule with ease. Many members will have seen the standard size version flying down the field as several examples have been built by club members over the years.



The construction has been shared, with Mike responsible for the wings and tails and Pete the fuselages. The wings are cut from foam and then covered in veneer (see later article). The fuselages are a fairly simple box construction with limited shaping required – with a little care they can be built straight and true without the need for a jig.



Pete completed his first successful test flights during April. Power by an OS91fx and a 13x7 prop gives more than adequate vertical performance! Servos are Futaba all round with the more powerful 3010s being used for the elevators and rudder, with standard 3001s for the ailerons and throttle. Pete flies 2.4 Spektrum on 6v.



Mike's version will be completed soon, again using the OS91fx for power – so we should see some good formation aerobatics at the field during the summer months!

Pete Richards

Seen at the Field

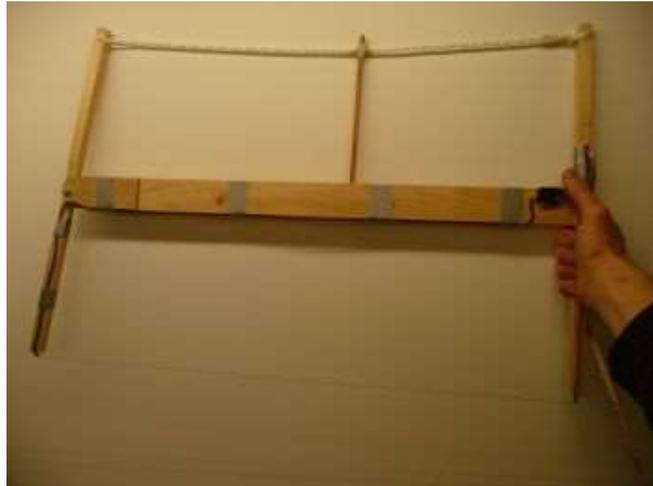
Yet more small electric models: **Alan Tanner's** Sea Fury and **Pete Richards'** Hawk both belie their true size in the air.



Foam Wing Cutting

As modelers I expect at some time you will all have used some polystyrene foam and will have cut this with a knife, but this is not practical when cutting a wing as you have to cut the full width of the wing.

Another way of cutting the foam is to melt it with a hot wire held tight in a bow-saw like device. The wire is fine nichrome heating wire and by passing a current through it can be made hot. Get the temperature right and it cuts like a knife through butter; too cold and it won't cut, too hot and it melts big holes in the foam.



Cutting the wing-

1. Cut two foam blanks allowing for the leading and trailing edges to be added, the blanks at this stage should be thicker than the finished profile
2. Make two rib templates from thin ply/mdf and pin to the ends of your blanks.
3. Put the foam on a flat bench, add some weight to the top to keep the foam in place, rest the wire against the edge of the foam and add power to heat, and push the wire through the foam keeping a steady speed and exit, turn over and repeat.
4. With the wings cut they will need to be veneered, this can be done using thin balsa or timber veneer. Cut the veneer oversize and use a foam safe contact adhesive to glue on, I used Copydex which is ideal.
5. Trim the edges sand straight and add your balsa trims, and hey presto your wing is made.

Technical

Wire- 0.4mm nichrome direct from China approx £5

Power- Second hand transformer from a printer; approx 19v and 4amp output £14 (I have since been informed that most battery chargers will work.)

Mike Pope

Woodspring Wings 2013

Planning is well under way and, touch wood, the show should be on this year as so far there is no repeat of the heavy and prolonged rain which led to the cancellation last year.

Volunteers are still needed for various tasks before and during the show. Get in touch with the committee to help.



Fun-Fly Events

The first fun-fly event of the year took place on Easter Sunday with, appropriately, an egg-drop, the idea being simply to drop an egg as close as possible to a target in the middle of the patch.

Mike Pope and **Dave Tremelling** had taken this seriously by installing servo-operated egg-drop chutes under their planes. On the other hand, **Rob Sloan** and I made do with half a plastic bottle rubber-banded to the top wing, the idea being to flip upside-down at the right moment and drop the egg...

Mike's first attempt using a 'practice' egg with a red streamer didn't quite go to plan as the streamer caught around the drop gear. And using a real egg wasn't much better as the egg broke before release, coating the bottom of the Kadet in sticky yolk!

But after that Mike and Dave got into their stride with drops close to the target.



Meanwhile Rob threw his Kite around frantically trying to dislodge the egg but without success, while I had the opposite problem; as soon as my Kadet was airborne, the egg popped out.



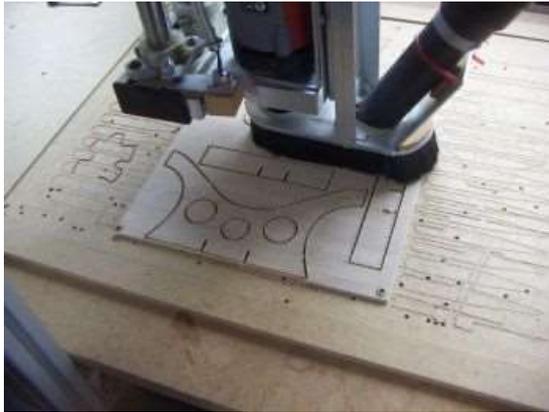
So it came down to a straight contest between the other two, which Dave won when his egg landed short and intact but rolled almost on to the target before breaking.

More fun-fly events will happen during the summer, watch out for announcements on the website.

From the Workshop

Polikarpov I-15

The most distinctive feature of the I-15 is the gull-wing. Previously I had done the easy part first and built the outer wing panels, now it was time to bite the bullet and make the centre-section. Because I always try to build biplanes which don't need structural rigging, this has to carry the bending load of the wing and, since the upper wing is much larger than the lower one, effectively most of the load of the whole plane. Plywood sections were cut on the CNC to form an 'egg-crate' structure.



The ends of three of these sections engage with slots in the wing panel ends and the result is shown below ready for sheeting.



Here are the wings and fuselage so far, and the pilot's eye view!



The fuselage is a box section with formers glued around to give the shape, then sheeted over the front part with stringers on the rest.



Planking over the rear deck and stringers applied, it's beginning to take shape.



Depron Super Bandit



I finally got round to finishing the Bandit, painted in a US Navy style unashamedly copied from a model on the Internet. Acrylic paint was used brushed on, and the markings were cut from vinyl. In fact it was copied a little too closely, as the US marking should actually be on the left wing. Oh well...

And it's now flown, and flies as well as the others have always appeared to do. By my reckoning this makes 5 complete Bandits in the club with at least one more on the way!

Events

Forthcoming events this year and next:

Date	Event
Thursday 6 th June 2013 8pm	Club meeting at the Field
Thursday 4 th July 2013 8pm	Club meeting at the Field
Sat / Sun 6-7 July 2013	Woodspring Wings Show
Thursday 1 st August 2013 8pm	Club meeting at the Field

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. 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.

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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.