

From the Pits

The Newsletter of the Weston Model Flying Club

January 2014

www.wmfclub.co.uk



Editorial

The club forum on the website is now in full operation, take a look for yourself. At the moment the main subject is the new Constitution, see below.

Club Meetings

The March meeting on the 6th will be an EGM to ratify the new club constitution. **Alan Meaney** has adapted the BMFA template for club constitutions to our club, and it is now on the club Forum for comments. The aim is to have all input via the forum so that the EGM can just finalise and approve the document. Don't forget that this is the document by which the club will be run from now on, so please have your say before the EGM.

It should be noted that the Constitution controls the way the club is run as an organisation, and is separate from the Club Rules which now govern flying etc. These will be reviewed at a later date.

Field Improvements

The Charging Station is now finished, mounted at the back of the clubhouse as shown here. The key and master switch are just inside the end door. There are 12 pairs of 4mm sockets available. Thanks to **Paul Lathall** for completing this.



The old windsock shredded itself in one of the December gales. We now have a new one thanks to **Ron Bebe**.

Fuel

Fuel is available again thanks to **Paul Lathall**. Prosynth is £15 and Contest 10 is £20.

BMFA Grants

The BMFA Western Area has some money available for grants to local clubs to make improvements. If you have any ideas for improvements we could make to the club or site, please let the Committee know. Subjects already mentioned include matting or gravel for the muddy area around the clubhouse, and piped water to the clubhouse.

Website Changes

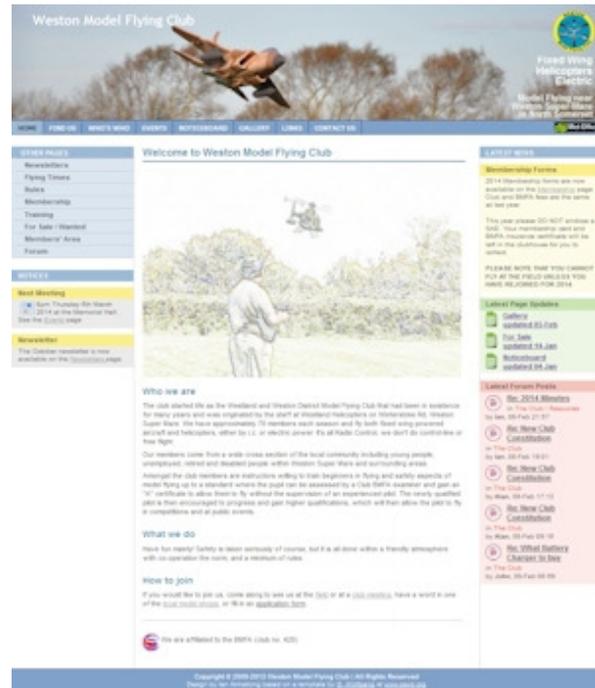
After discussion on the Forum, part of it has now been opened up and made public; hopefully this will help to attract new members by showing an active club.

The five latest forum posts are now shown on the main web index page so you can see at a glance when there is new activity.

Recent discussions on the Forum have included options for payment of club fees, the best battery charger to buy, and of course the new club constitution.

Since Christmas the centre of the index page has been occupied by a set of 'artistic interpretations' of club scenes. More accurately of course they are just some of my photos passed through various filters in PaintShop Pro. There are currently 12 images, one of which is selected at random every time you visit the page. Opinion on this style seems divided, let me know (on the Forum) if you have any strong views either way.

From now on all the minutes of club meetings will only be posted on the Forum. Eventually the Members Area will be closed and all past minutes moved to the Forum.



Woodspring Show

The 2014 show will be on the weekend of 5/6 July. This year we as a club are not helping with the organisation, but we wish Woodspring well for the show and we may have a stand there.

Examiners Day

Following the successful Examiners Days held at the field for the last two years, another is to be held in May. The date is still to be confirmed but will probably be Saturday 10th or 17th. The date will be announced on the website as soon as we know. If you want to take your A, B or any other BMFA test please let **Mike Pope** know.

Seen at the Field

This colourful semi-scale Stearman stood out well on a clear sunny day, although unfortunately I didn't catch whose it was.



What goes around...



Once upon a time... In fact about 35 years ago, in my first time as an RC flier in the Bristol club, I bought one of the then new Micro-Mold small .20 powered fighter kits, the Kawasaki Ki61 Hien, also known by the Allied code-name 'Tony'. This is the box lid; I still have the box in the workshop for storing coverings. The kit was entirely built-up with die-cut parts as was standard at the time. I built and painted it exactly as per the cover scheme with green camouflage on silver / aluminium and red & yellow markings. This is the only photo left.



And so, when I gave up flying for what turned into a 20-year break, the Tony went into storage in a corner of the spare room. After I joined WMFC in 1999 I resurrected it, took to the field and tried to take off from the grass on wheels that were really too small. The inevitable result was a take-off too early followed by a tip-stall and the thing was a write-off.

So after a bit of hand-wringing I decided to build another from the plan which came with the kit. I can't remember if much of the original survived, probably it was a case of "Trigger's Broom". Certainly the wings were new, I got **Pat Teakle** to cut a set of foam wings for it. And yet after a while, when only part finished, I tired of the project, deciding that I now wanted to concentrate on larger planes.



So I advertised it in the newsletter and **Mike Ling** took it over. At this stage I had only just started the camouflage, so Mike finished it in an overall olive green scheme and flew it although I didn't see it fly at that time. When Mike left the club I assumed that was that, until recently when **Mike Pope** acquired it from the other Mike and it has now flown again! This time it's gained a West 35 with tuned pipe, somewhat more powerful than the recommended .19 to .25 engines of the original. Mike reports that it's a very smooth flier.

Nice to see it in the air after all this time.



From the Workshop

Depron Twin

In the last issue I described the Depron twin cargo plane I'd started building. Well at the start of February we had a rare sunny day with light winds in-between the storms, and the Twin had its first two flights.

Take off was easy with sufficient but not excessive power. Rolls and loops were also achieved with ease. Landing is slightly tricky because of the narrow track undercarriage, and it tends to tip to one side if you don't land exactly into wind. Unfortunately it's not easy to widen this without it looking rather silly.

Altogether it was very pleasant to fly, and it wasn't until later that I realised I hadn't touched the trims at all!

At this stage it was unpainted, but since then I've finished it in a scheme based on the FedEx courier company that operates a fleet of cargo aircraft with their distinctive logo. Paint was artists' acrylic, and of course the vinyl cutter described last time has been working overtime!



Turbo Raven

As most of you know I'm not really into ARTFs, usually preferring to build my own. However I was fortunate enough to win the main prize at last November's AGM, a Turbo Raven ARTF kit made by Seagull.

After much dithering over choice of powerplant (IC or Electric) I finally decided on the latter. The kit instructions suggest an 830 KV motor with 4S batteries, equivalent to a .35 to .46 IC engine. A quick look at the model tells even an Electric novice like me that this is nonsense. Although lightly built like most ARTFs, it's a big model with an all-up weight of around 3.2kg (7 lbs).



Fortunately **John Lamb** pointed me to **David Ashby's** review of the model in the July 2011 RCM&E. David also points out the absurdity of this spec, and he used a Power 60 400kV motor of 950 watts. Power is good, he says, but 1kW would have been even better.

So 1kW it is! I went for a Boost 90 1kW 300kV with 80A ESC and 6s Li-Po. It's quite a monster, more than 3 times bigger than my previous largest electric motor.

Although the kit is complete with everything, I couldn't resist some tinkering. The wheels are very small (common in ARTFs) so I replaced the 60mm ones with 75mm alternatives which still don't look too big. Although personally I don't mind if it looks like a tractor as long as it's got good ground handling.



The hatch which takes up most of the very long front is attached with two bolts – fine for the IC version where access is only required to attach and remove the wings, but not for electric where access is required each flight. So I fitted magnets and a safety catch which allow it to be removed instantly but remain firmly closed in flight.

At the time of writing it's yet to fly, but look out for photos in the Gallery and Forum when it does.

Aerial Views



Chris Dorling has taken some excellent aerial shots recently with his GoPro camera on a TBS Discovery quadcopter. Some more are on the Forum. Chris is of course off to a new life in New Zealand and we wish him well there.



Events

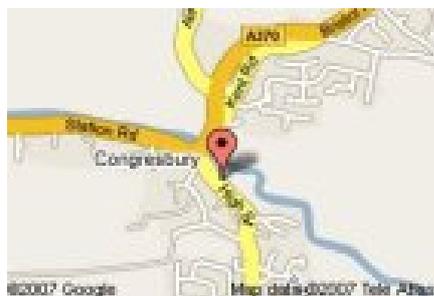
Forthcoming events this year and next:

Date	Event
Thursday 6 th Mar 2014 8pm	Club meeting and EGM at the Memorial Hall
Thursday 3 rd Apr 2014 8pm	Club meeting at the Field
Thursday 1 st May 2014 8pm	Club meeting at the Field
Thursday 5 th June 2014 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, there is now a forum to exchange ideas and experience, 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.