

From the Pits.

The Newsletter of the Weston Model Flying Club

www.wmfclub.co.uk

July 2006

Editorial

Social events at the club used to be extremely rare in the past, but recently we have had several, the skittles one at the start of the year was very successful and popular. Last year's musical event at the field was near perfect for the few of us that turned up, and it's happening again this year, this time with tickets. Details on page 4.

Hopefully many of you will support it if you can. Unfortunately I will be away that week otherwise I'd be there as well.



Club Meetings

From September on, the club meetings are back in the Ashcombe. Although it's a bit away yet, make a note in your diary for the AGM which is on Thursday 2nd of November.

Club Helicopter Trainer

As reported last issue, the club helicopter has been sold off. Keith Watts is the lucky new owner, having put in the highest bid at the last club meeting.

Flying League 2006

It's been a bit quiet in the Flying League this year, with only 2 events having taken place, the spot landing competition reported on in the last issue and a climb-and-glide organised by **Steve O'Brien** in July. Modesty forbids me to tell you who has won both of them...

Web Site

Ivan Steerment, who obviously doesn't have enough to do after cutting the grass, running the barbeques, sending jokes to the newsletter and being Vice President, has also taken over running the club website as well. Ivan has updated the site and rearranged things. The forum has gone but then it was very rarely used anyway.

The web site is a good advertisement for the club, I've had at least 5 enquiries through it in the last year from prospective new members, most of whom are now full members.

Joke

A very knowledgeable modeller with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small £5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions till finally no modellers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeller came across a new novice member. "I challenge you that we will take a turn to ask model related questions" said the modeller, "But because you are a novice, if I can't answer your question, I'll pay you £100. But if you can't answer my question, you'll pay me £5".

The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeller, the novice just wanted him off his back so he accepted the bet.

The novice asked his question first... "What plane has 5 wings, 3 tails and 1 aileron, fitted with only an OS 28 and can go up to 100mph

After a long thought, the arrogant modeller concluded for the first time, he did not know the answer and paid the novice £100. "

So what's the plane called?" asked the arrogant modeller.

"I don't know" said the novice. He handed over the £5 and pocketed the remaining £95 for himself. Then he got on with his flying!

Ivan Steerment

Acro-batics



No it's not an action photo, my Acrowot really did come to rest balanced on its propeller after a rather bouncy landing...

Kawasaki Ki.61 Hien



Many years ago when I first started flying and building, I bought the kit shown here of a Kawasaki Ki.61 Hien (also known by its wartime allied code name of 'Tony'). It was one of the now defunct Micro-Mold series of 10th scale warbirds. When I stopped flying for my 20-year break it was left in a part-finished state.

On my return to flying 6 years ago I dug it out and finished it, only to write it off on take-off on its maiden flight through trying to get airborne with insufficient speed, as the wheels were too small to get up speed on grass.

However, it always remained one of my favourite planes, so much later I started to build another. Unfortunately times have moved on and to be honest I'm not into that size of model any more. Waiting in the garage for more spare time is a box full of plans and parts for a larger version which I shall get round to building one day (stop smirking...).

Anyway, the upshot of all this is that the partly finished one shown here is now redundant, and if anyone wants to make me an offer above £20 it's yours. Otherwise I'm afraid it goes in the bin at the end of the year to make room for something else.



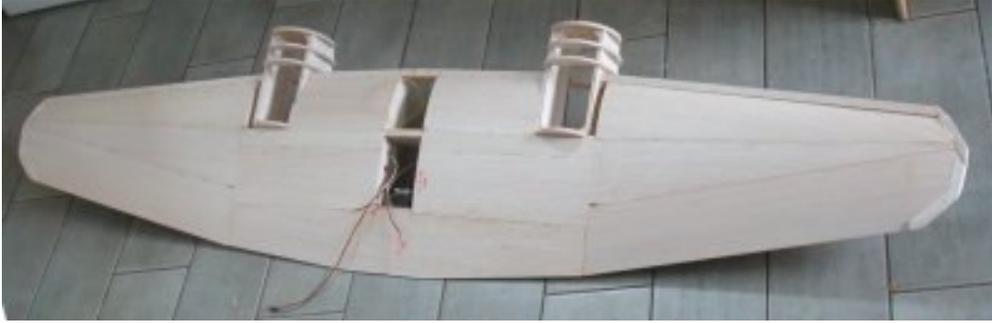
Details: 47" span, glass-covered foam wing, designed for 20-25-size engines and 4-function radio with small servos, hand-launched (or fit U/C, but see my comment about wheels above). Design weight 3 to 3.5 lbs, current airframe weight 1lb 11oz. Aluminium paint with camouflage started but not completed. Very tattered original plan and instruction booklet included.

Speeding

It's been reported that comments have been made by some people at the nearby stables about cars driving too fast to the field. Please note that (a) there is a 20mph speed limit in the lane and this must be obeyed, and (b) in the interests of trying to buy the field we must not do anything to upset any of our neighbours or give them cause for complaint.

Beaufighter Build

The Beaufighter is coming along slowly but steadily. The main wing structure is now complete and skinned with 1.5mm balsa sheet. The flap & aileron servos and linkages have been installed. The 4 flaps are driven from one high-power servo via bell-crank linkages. Landing lights have also been installed, twin bulbs and reflectors from old torches. These will be operated by a micro-switch on the flap servo so they operate when the flaps are down for landing.



The ailerons have been built into the wing in order to incorporate the wash-out and must now be cut out.

The next major bit of work is the engine nacelles. Engine mountings, fuel tanks, throttle servos and retract gear need to go in, then the nacelles get planked with 2.5mm balsa strips.

More news when further progress has been made!

Social Event

There will be a family / social event at the field on Sunday 3rd September in the form of a music concert starring WMFC's own rock stars, **Rob Dixon** and his band and **Peter Spragg**, as in the similar one last year.

This year it's a ticket-only event, tickets are £5 each which includes food. Children (under 16) are admitted free. A marquee has been arranged in case the weather does not co-operate.



The event kicks off at 2.00pm and lasts until 6.00pm.

Please note that since setting up will need to start in the morning, this will be a No Fly day.

The following people had tickets for sale as of the August club meeting:

Alan Meaney	Mike Pope	Paul Lathall
Ivan Steerment	Robin Muir	
Mike Ling	Steve O'Brien	

And they can also be obtained from Dave Cuff's shop Weston-Super-Models

Electric Trickery



Paul Lathall catching his electric IFO. Don't try this with your Wot4...

Scale News

Anyone who is active in scale modelling will almost certainly have heard of Brian Taylor plans. They have an enviable reputation for accuracy and flying quality, which I can certainly vouch for as my Gladiator is one such. However Brian has not produced any new plans for a few years now, and there is a rumour on the Internet that he is to give up selling the existing ones as well. No doubt someone is likely to take over distribution, but if you are considering one of these plans it might make sense to get it sooner rather than later.

Seen at the Field

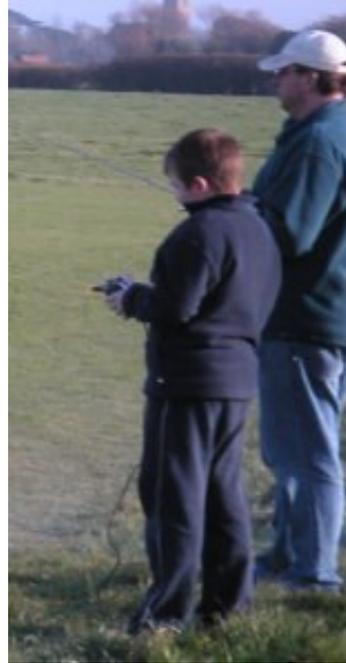
Pat Teakle's large Zlin is a replacement for the one sadly demised last year. Still no-one at home in the cockpit though...



Buddying Up

When I started flying I was extremely grateful to those members who gave me time and assistance to get my A Certificate. Without your help I would not have been able to participate in what is a very enjoyable and satisfying pastime. Buddying up can be very rewarding and for those of you yet to consider doing it here (for what it is worth) are a few things I have found useful. Some will be obvious if not all. You may wish to warn any pupil, that whilst you are happy to help, you do not accept responsibility for any damage which may occur.

The main criterion is not to buddy up with a model with which you do not feel comfortable in flying get a more experienced pilot to help.



Before starting the engine

1. Make sure you have the correct frequency peg on the board
2. Make sure the 'Master' transmitter is compatible with the receiver in the model
3. Make sure the 'Slave' transmitter is switched off.
4. Check that the controls of the model respond correctly to both master and slave transmitters. Do not take your pupils word – check yourself.
5. Trim the model on both transmitters as accurately as possible while the model is still on the ground.
6. Make sure your pupil knows the safety procedure about starting the engine.
7. Make sure your pupil knows the no fly zones.
8. Discuss the importance of keeping the wings level and how the control surfaces can become interchanged in a steep turn e.g. elevators become rudder.

Start the engine

1. Make sure the engine responds correctly to both transmitters and you have a correct idle speed.
2. If this is the first flight of the day you may wish to take a qualified member onto the patch with you. The model may need further trimming in flight and your pupil may not be capable of doing this and neither may you if you have your own transmitter.
3. Before flying, tell your pupil what you want him to do e.g. left hand circuits etc. If he is landing the aircraft talk him through landing approaches to make sure he knows which flight line to take. Repeat the no fly zones i.e. cars, pits.

Take Off

1. Make sure your aerial is up and your pupil's is down.
2. Check both sets of controls again before take off.
3. If your pupil is taking off, make sure he knows in which direction he will turn after take off

4. Be prepared to abort any take off if the model should veer out of control.

Once airborne.

If you have taken off, level the model and reduce to a sensible speed for a novice. Ensure the model is on a safe level track before passing control to your pupil. Tell him clearly when you are handing over control.

1. Make sure the model is trimmed out for him
2. Do not let him fly too fast.
3. Do not let him fly too far away.
4. When approaching no fly zones make sure you warn him in plenty of time to turn away from these.
5. If he is landing, talk him down. Should you see danger either tell him to correct if he is capable or take over.
6. Do not leave it too late to take over. Hurt pride is better than a model lost or somebody hurt.
7. As you pupil gets more experienced try to let him get out of difficulties on his own at safe heights, but take over when the model is flying low.
8. Help him overcome these problems by say stalling the model at a safe height after first warning him what you are going to do. Talk him through recovery procedures. This will give him confidence and help take away the panic element when something does actually go wrong.
9. As your pupil gets more experienced, explain the A test and get him to fly it repeatedly.

Have fun

Mike Ling

Score Cards



Paul Lathall's helicopter flying skills attract an impromptu scoring session. It's not recorded what the marks were...

Newton Abbott HeliClub Fun-Fly

I received this circular along with a poster which I've put on the noticeboard at the field.

Dear Club Secretary,

The Newton Abbot Heli Club are holding their annual Fun-Fly on the 19th and 20th of August 2006. We are looking for pilots who wish to display their models in a relaxed atmosphere; the Fun-Fly is open to everyone who has proof of BMFA insurance.

We have many experienced pilots attending the event and indeed we have confirmed one of the top 3D Heli pilots in Europe. We have arranged full sized fly pasts by the local Air Ambulance crews, and we are trying to get some full sized static aircraft on site.

I am writing to you to cordially invite any and all Helicopter pilots in your club to come along and enjoy with us the NA Heli Club Fly-In.

Camping, toilets and refreshments are available on site; campers are reminded that they must remove any rubbish they create!

Attached is a leaflet detailing the Fun-Fly, we would be very grateful if you could circulate this to your club's membership.

Should any members wish to attend the event please contact me by e-mail pete@creber.co.uk or Simon@MapMarketing.com and Harrisjji20@aol.com, more information on the Fly-In and the club in general can be found at <http://www.naheliclub.com>

Even if you don't want to fly or are just in the area on Holiday, please drop in and check out the NA Heli Club Fly-In.

Kind Regards,

*Pete Creber
Club Secretary
NA Heli Club.*

BMFA Changes

As you may have seen in the August issue of BMFA News, the BMFA are moving from the current practice of club block votes to a one-member-one-vote system. Details are promised in the September issue, so if you normally don't read that far make a point of doing so this time.

I have to admit that although I go along (sometimes) to the Western Area BMFA meetings the club has never been represented at the national BMFA AGM and (like most clubs) has not bothered to vote. Now is the chance for everyone to vote themselves. It will be interesting to see how many take up the offer.

Events

Forthcoming events this year:

Thursday 7 th Sept 2006 8pm	Club meeting at the Ashcombe
Thursday 5 th Oct 2006 8pm	Club meeting at the Ashcombe
Thursday 2 nd Nov 2006 8pm	Club meeting and AGM at the Ashcombe
Thursday 7 th Dec 2006 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** 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.