

From the Pits.

The Newsletter of the Weston Model Flying Club

www.wmfclub.co.uk

July 2007

Editorial

There seem to be a few more scale models at the club recently, which I find very encouraging as I'm a keen scale builder as most of you know. There has also been talk of the club entering the Wessex Scale League next year. If you are interested let us know. And of course I'd welcome any details of scale models being built for future newsletters.



Club Meetings

The July meeting at the field began with an EGM called to discuss the future of the Field Fund. This was necessary before we start discussions with the farmer about the forthcoming lease renewal. In the end the vote was overwhelmingly in favour of continuing with the Field Fund.

Note that from September the meetings are back in the Ashcombe until next summer.

Field Improvements

The field has been much improved this season due not only to regular grass cutting but also because we now have a roller which is towed behind the mower. Thanks to **Ron Bebe** for organising this.

We have been looking into getting a larger container to replace the current one, which would allow us to use part of it as a clubhouse as well as storage. Further developments are awaited.

Fun Fly Report

There have been three events since the last newsletter. In June **Alan Meaney** organised a spot landing competition which was won by **Ivan Steerment** with **Paul Lathall** second.

Paul organised the July competition which was a judged Figure-of-Eight. **Ian Armstrong** won this one, with **Mike Pope** second and **Pat Teakle** third, out of 13 entries.

Finally in August **Robin Muir** organised an event requiring the most loops in 30 seconds. **Mark Coltman** won this with 9 loops, followed by **Mike Barnett**, **Mike Pope**, and **Dave McCartney** as joint second, all with 8 loops. 16 members took part.

It's good to see many more people taking part this year.

Family Day 2007

This year's family's day took place in early July in brilliant sunshine and attracted a large number of people. Once again the main attraction was **Rob Dickson** and his band

As usual the main credit and thanks must go to **Ivan Sterment** who organised the whole thing and ran the barbeque.

This year overnight camping was permitted on the site which encouraged many people, especially invited visitors, to stay late.

The highlights for the kids were the chuck glider competition and the bouncy castle.

All in all it was a great success, thanks to everyone who came along and those who helped out.



The band in full swing



Food and drink tents



Overnight camping on the site



The children's bouncy castle was popular



The chuck glider competition under way



Winners receiving their prizes from the club president

Beaufighter Update

I've been able to make some progress on the Beaufighter recently as you can see here.

All the main structure is now complete, including the tedious planking of the nacelles, and most of the wiring and plumbing is also done.

Next will be covering and fitting out. I'd expect it to be complete by the end of the year, but then I've been that optimistic before...



First Aid Box

For those who don't already know, a proper first aid box is located on the back of the container, and every member should have a key. If you don't have one yet, see **Ron Bebe**.

Model Sale

In the last issue **Robin Muir** featured some models donated to the club by the widow of one of the club's former members. I'm pleased to say that £90 has been raised for club funds from the sale of these items.

Safety

Please note that cars should only be parked up to the limit of the cinders – after that any cars parked there must be moved if the wind direction dictates landing over that area.

Seen at the Field

Mike Barnett has refurbished **Pat Teakle**'s old Gypsy Moth biplane, although Pat has now built a new one as well. We can look forward to seeing them both flying in formation



Hawker Hurricane Mk1

My Hurricane project started back in the summer of 2006. Having mastered the trainer and Wot 4 (well almost!) I fancied something a little more ambitious.

So egged on by Will and inspired by some of the lovely scale models seen down the field (notably Ian's Gladiator and Pat's Turbulent & Moth Minor) I had a try. I thought you might be interested in some of the details.



Aircraft (loosely!) modelled	Hawker Hurricane Mk 1 (revised)	The first production version of the Hurricane had fabric-covered wings, a wooden two-bladed, fixed-pitch propeller, powered by the 1,030-hp Rolls-Royce Merlin Mk II or III engines and armed with eight .303-inch Browning machine guns and was produced between 1937 and 1939. The revised version had a De Havilland or Rotol constant speed metal propeller, metal-covered wings and armour as the main improvements. In 1939, the RAF had taken on about 500 of this later design to form the backbone of its fighter squadrons.
Sources	Hurricane R4118 by Peter Vacher	A great book telling the story of the recovery from India and subsequent restoration of the only surviving Battle of Britain Hurricane – R4118, flown by Wing Commander Bob Foster DFC -if anyone would like to borrow it let me know
Model Plans	Hurricane Mk1 by Brian Taylor – 1 ¾ inch to the foot – giving 70” wingspan	Selected due to the good flying reputation and the availability of mouldings and laser cut parts (see below)
Mouldings	Brian Taylor	Cowl, spinner and canopy (Brian doesn't seem to advertise anymore but I have his phone number if anyone requires)
Laser cut parts	Bob Holman Plans USA	www.bhplans.com all the ply and balsa parts laser cut - great quality. Mine arrived safe and sound from USA within two weeks of order – great value too with the strong £. If you're worried about shipping I have subsequently found a UK supplier - Belair Kits – www.belairdigital.co.uk .
Engine	Saito 100	Mounted inverted with the supplied muffler, 14oz fuel tank. Really chuffed with my first 4 stroke – recommended - starts easy and hasn't missed a beat!

Flying Weight (dry)	12lbs	Includes 2lbs of fishing weights in the nose to balance! A bit disconcerting when I was adding but as it says on the plan – “you must balance the model no matter how much weight is required”
Radio	Futaba 6 Channel	Channel 5 & 6 for retracts and flaps All standard Futaba 3003 servos except for the flaps where I used a 9010. The ailerons use internal links via bell cranks – great for scale appearance but my first mistake. Mine ended up with too much slop and because they are internal I can't now fix the problem – makes the handling a bit unpredictable! Next time I'll go for a servo in each wing, with inspection hatches
Covering	Sheeting to wings covered with tissue and Poly C Open frame work to fuselage covered with Solartex and dope	I was really nervous about trying epoxy skinning. Fortunately I found Poly C a great alternative. Its water based and very light. I had to use 5 coats to get a good finish which turned out almost as tough as epoxy. Get it at www.rcworld.co.uk
Finishing	Car primer spray then Spectra Dark Green, Earth Brown and Duck Egg Blue applied with a brush Spectrum satin Fuel Proofer from a can	Replicates RAF Scheme A – (sky under surfaces were introduced from 6 th June 1940 – the closest match I could find was the duck egg blue) 2 nd mistake – all paint and dope should be thinned – I didn't know this which is probably why I ended up so tail heavy. 3 rd mistake - I used satin because it was available in a spray can – I don't have a spray gun. Looks rubbish - I'll find a way of applying matt next time!
Retracts	YT International Air up spring down	Well they look like YT ones to me – actually supplied by Kessock Models – I couldn't afford the pucker Robart ones!
Air kit	Tank, valves and pump all Robart	I've added air line restrictors too which give a nice slow retract speed – rather than a snap Overall the system works really well at 80psi pressure – no leaks (yet!)
Oleos	145mm spring damped – 5mm studs	Found on Ebay – Kevin@windle132.freeserve.co.uk A good budget option. Tip – use thread locker to stop 'em swivelling! Kevin will customise to your requirements – size & weight.
Wheels	Robart scale - 3 ¾ inch diameter	Should be 4 inch to scale – I went slightly smaller to get some tolerance on the wheel well clearance. Good tip this as it makes the setting up of the retraction angles a less precise exercise.
Build Time	9 months elapsed – week (school!) nights on and off	I didn't clock watch because I enjoyed it – but roughly 400 hours I think – scary!



Early days



First attempt – basic – but quite effective once the canopy is on



Nearly there



Finished



Scramble!



“Tally Ho red leader”



Finals



Home safe & sound – well done and thanks again Paul!

Go on have a go, sure it takes a big investment of time but the sense of achievement is fantastic – I had a stupid smile on my face for days after the first flight – and it's better than watching television all winter!

Pete Richards

OJ-2 – The Long and Winding Road...

There are some people who can build models really quickly. **Pat Teakle** for example seems to just be thinking about a model and the next thing you know it's out flying. There are those who take their time. Then there are people who are really, really slow. Then there's me. The model shown here has had a rather long gestation period – almost eight years in fact. This is how it happened.



October 1999: On my return to aero-modelling after a 20 year gap I thought I'd like to get into scale building. I saw a 3-view drawing of the **Berliner-Joyce OJ-2** in a book, and decided to build it. After a few days I realised that a completely scratch-build own-design model was not the best way to start as I had no real experience. So I bought the plans for a Gloster Gladiator and built that instead, which took me over a year.

February 2001: With the Gladiator now finished, I started work on the OJ-2

April 2002: With some of the airframe completed, I put a photo of the real thing in the newsletter, with the caption: "It's still several months away from completion, but I thought you might like a preview"

April 2004: The plane was now largely complete; I gave a talk on it at the club night and wrote a detailed construction article for the newsletter. This contained the rather optimistic line "...but hopefully by the time of the next newsletter it will have flown"

February 2007: Final details added.

March 2007: The first flight, lasting all of 1½ minutes, as it was badly out of trim. The next attempts were curtailed as I couldn't get the engine running correctly until I realised that it needed 10% nitro instead of the 5% I had been using.

July 2007: Second flight, this time lasting 5 minutes. The OJ-2 had finally arrived. Since then it's had another dozen flights and is now one of my favourites.

Now about the Beaufighter...

When the Wind Blows



There's nothing quite so frustrating for the power flyer than sitting down the field watching the wind sock trying to tear itself off its mounting. You can fly but it's not much fun and landing becomes a lottery even for the best of us.

Why not take yourself to Uphill and have a look at this slope soaring lark! It's cheap, great fun to do and if you choose the right model they are virtually indestructible.

Where can I give it a go? The good news is you don't have to be a serious dude and head for Crooks Peak; we have been flying very successfully off a small slope at Uphill. When the wind is blowing a south westerly (which luckily is the prevailing wind) then there's plenty of lift. We have tried flying off other slopes with varying degrees of success but you can be sure when you have a south westerly you will have lots of fun. Head down to the marina at Uphill, park in the car park by the flood gates follow the path down past the shop through the two gates, walk to the end of the tree line, turn left and head straight up the hill you should be looking out over the marina and Brean Down. If you get lost just follow the laughter that will be us!

Fancy a fight? Get rid of all that pent up frustration by smacking another model out of the sky! None of this namby pamby hit my streamer stuff, this is a full on contact sport, spot your enemy and zoom down like an avenging angel knocking him, and sometimes yourself out of the sky. It's unbelievably good fun and not at all pc!

The Models If you have your A certificate then buy a combat wing, stick in a couple of cheap servos and throw it off the edge. Combat wings are made of foam covered in glass fibre tape and then decorated with coloured sticky tape. They take a long evenings work to build using simple tools and you can't break them!

You can buy the X-ite from Model Discounts on Locking Road but we recommend either the Wildthing or Venom from Soar Ahead Sailplanes. There are others available but we

haven't tried them so "you pays your money and takes your chance". Prices range from forty to sixty quid.

If you are a complete beginner then look at the models available from Stan Yeo at Phoenix Model Products. They range from basic rudder elevator models right through to full on aerobatic clippers. These models use foam and tape just the combat wings. Have a look at his web site, it's full of hints and articles on slope soaring or if you dare, give him a ring, but be warned this man can talk models all day and all night and his enthusiasm is infectious. You can fly traditional gliders, but unless you've got one gathering dust in the attic don't bother, you just can't have as much fun as with an unbreakable one.

Go For It! There you are then a quick taste of what some of us are up to "When The Wind Blows". Come on down and have a look at it. If you've never seen or tried slope soaring before you will be amazed at what a model can do without an engine. You will be made most welcome but please be aware that this is not a club site and we rely on talking to each other rather than rules so if you think you may suffer from a touch of whingasausus or officialdom don't stand too near the edge of the cliff!

Contacts

Stan Yeo @pheonixmp.com Tel 01626 332287

Alan Head Soar Ahead Sailplanes Tel 01273 494140

If you're interested send me a text on 07872117153 and I will text you next time we go soaring.

Roger Hillman

Imitation, Flattery etc...



I built my Gladiator (above left) 6 years ago and finished it in the colours of K7985 from No. 73 Squadron in 1937.



This year the world's only flying full-size Gladiator (above right), based at Old Warden, was repainted in exactly the same colours. Wonder where they got the idea??

Events

Forthcoming events this year:

Thursday 6 th Sept 2007 8pm	Club meeting at the Ashcombe
Thursday 4 th Oct 2007 8pm	Club meeting at the Ashcombe
Thursday 1 st Nov 2007 8pm	Club meeting and AGM at the Ashcombe
Thursday 6 th Dec 2007 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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