

# From the Pits

The Newsletter of the Weston Model Flying Club

July 2012

[www.wmfclub.co.uk](http://www.wmfclub.co.uk)



## Editorial

After one of the worst summers in recent memory in terms of rainy days, any dry day is welcome. Several times this summer we have been glad of the clubhouse, dashing inside when the showers have come along. Of course the main casualty of the weather was the Woodspring show, but at least our field has been fit to fly on. Roll on the 'Indian Summer' if it comes!

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## Club Meetings

At the August club meeting **Dave Cuff** arranged for the model distributors CML to come along and demonstrate some of their new electric foam RTF scale models.



First up were the EDF ME262 and the large Mustang with 4-blade near-scale prop. Also there were a Luftwaffe pair of ME109 and



FW190, and finally a couple of twins, a Catalina flying boat (which took off easily from grass) and a Dakota doing decidedly non-scale low inverted passes!

A reminder that the September meeting will be at the field, then from October through to March we're back at the Memorial Hall in Congresbury.

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## Woodspring Wings 2012 show

As you all know the show was cancelled due to the Woodspring site being too wet, a wise decision as there was even more torrential rain between the cancellation and the show date. Many thanks to those WMFC members who helped or volunteered to help, and we can only hope for better luck with the weather next year.

The Woodspring club were particularly unlucky in that the E-Fly electric fly-in scheduled for August also had to be cancelled for the same reason.

## BIG Models

Are models getting a bit big? This Pitts seen at the Large Model Association show at Cosford this year really is a model, although someone could probably get into it. Might have a problem getting in and out of our field though.



## Berliner-Joyce OJ-2

Despite having had about 40 flights with the OJ-2 scale biplane (although it's not been flown for about 3 years), I've never had any in-flight photos before. Recently however we were blessed with a rare sunny day with light winds and **Dave Beacham** kindly used my camera to take some really superb shots, some of which are on the website in the Gallery section.



I've described the construction of the model and the background of the real thing in previous newsletters some years ago, but briefly, since some people have asked; Berliner-Joyce was a small US aircraft company which only survived for a few years in the late 1920s and early '30s before being absorbed into larger companies. They made a small number of planes, of which one was the OJ-2 observation aircraft for the US navy. My model is based on one particular plane which was attached to the light cruiser Cincinnati, when it was fitted with floats and catapulted off.



## Club Logo

A while back we considered changing to a new logo but eventually decided to keep the old one. The problem was that the original had been lost and the remaining poor quality image was not suitable for engraving, which we needed for trophies etc. Now however, the logo has been re-worked as a vector image, which means it can be scaled to any size and still remain sharp, and can also be produced in outline form. **Robin Muir** has had a banner made with the logo. Images are available in the Members' area of the website, and larger versions can be supplied by me if required.



## Brian Grace

Most of you will know that Brian passed away in May. His ashes were scattered at the field.

Brian joined WMFC not long after he retired and moved to Weston approximately 13 years ago. He was a regular at the club meetings and social events (with his wife Jean) for many years until ill health took toll and slowed him down. Although he was a model flyer from a boy with free flight, rubber and radio controlled models he would probably be best remembered for his visits to the patch and humorous stories of both full size and model flying.

A true gent who will be sorely missed



## Mike Pope

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## Safety

A few reminders of some safety points:

- 2.4GHz users are reminded to put their peg on the board (so we know who is here)
- The flying times are 10.15am until 15 minutes before sunset; please do not fly outside these times.
- Pilot boxes are there for your safety and the safety of others, please stand together in the designated pilot box for the appropriate wind conditions. If you are new to the club and not sure which box to use, don't be afraid to ask.
- Taxiing out of or towards the pits is not allowed under any circumstances, neither is taxiing out to a pilot box that is occupied.
- Despite numerous reminders in the newsletter, some people are still flying over the pits, over the cars and turning their aircraft left in towards the pits / car park. Please don't. Your flight line is an imaginary line forward of the runway you take off from and there is no reason or excuse to fly behind yourself.
- Please check your batteries and airframes regularly. With Spectrum 2.4 GHz especially, 6v batteries are recommended as you could very well lose signal to your aircraft once the voltage drops to 3.8v and when using a 4.8v battery there is not a large margin.
- If you do have a problem on landing and bits detach themselves from your aircraft, please remove all remains from the patch or surrounding fields. Also remove all your rubbish at the end of the day. If you do manage to lose your aircraft completely please notify the farmer as the remains could damage / harm machinery or livestock.

### Seen at the Field

**Chris Dorling** and **Jamie Cuff** have both been flying these Mig-15 and F86 Sabre micro-jets recently. Although only 412mm (16in) span and 78g (2.75oz) in weight, the models are gyro-stabilised in all 3 axes and are amazingly stable in flight.



**Mike Barnett's** Junkers Ju87, better known as the Stuka dive bomber. Mike's model included a working bomb-drop mechanism, although having a black bomb may not have been a good idea, as it took about an hour to find it in the next field!



Finally **Alan Meaney's** scale Hughes AH-6 makes an interesting change from the largely standard 'pod and boom' models usually seen.



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### Rhubarb Stick

For many years, probably about the last 15, our Rhubarb Stick trophy, awarded monthly for the 'best crash', 'worst crash', 'any crash', 'anything else', or more usually just to someone whose turn it is, has been graced by a photo of **Mike Adams** pulling his model out of the ground in true 'rhubarb stick' fashion. Now however, that honour has fallen, however reluctantly, on **Roger Moore**, whose photo will no doubt be on the award for the next fifteen years...



## From the Workshop

Despite the rainy days there's not been too much progress on new models in the workshop recently since finishing my Kavalier, but I have put some time into refurbishing my old ones. First off was the OJ-2 biplane; as you'll see elsewhere in this issue, it has flown again for the first time in 3 years. Only a few cosmetic repairs were required, and the engine, an OS52FS, started first time, rather proving **Jamie Cuff's** oft-repeated mantra that it's worth investing in quality engines, and that you can't go wrong with an OS.



Next up was the Beaufighter. Since the crash on its maiden flight last year it seems as if every member of the club has asked me when it will fly again, some of them several times! So I really couldn't put it off any more. Major repairs were completed some time ago, but the last few cosmetic fixes were made and out we went. Unfortunately engine problems prevented the flight, but since then the engines have been set up, and are ready for test running.



I also noticed a little chattering on some servos, which I eventually realised was due to glitches on the 35MHz aerial. The model has two sets of pull-pull cables (rudder & tail wheel) and a servo cable (tail wheel retract) running down the fuselage parallel to the aerial, so not really surprising. A change to 2.4GHz has fixed this, and taking Dave's point about 6v batteries, the heavier battery has given a bit more nose weight.

Finally, the Gladiator. This is my oldest surviving model at 12 years old, and although it's notched up over 100 flights, it too has not flown for 3 years. After a thorough clean of the thick dust and grime layer, there were two obvious problems.



Firstly, the rigging, which was done using elastic thread, had gone very limp. This has now all been replaced by nylon-covered steel wire for the fuselage and tail bracing, and nylon fishing line for the wing bracing, where some stretch is required.



Secondly, the tail surfaces were originally covered in Litespan, which is not very tough and had acquired several holes. The polyurethane varnish has also yellowed badly. So tail surfaces have been stripped back to the wood and will be covered in Solartex like the rest of the model. The slight extra weight will be compensated for by a couple of ounces of lead in the nose, which is not a problem as the model is quite light already.

## Events

Forthcoming events this year and next:

Date	Event
Thursday 6 <sup>th</sup> Sept 2012 8pm	Club meeting at the field
Thursday 4 <sup>th</sup> Oct 2012 8pm	Club meeting at the Memorial Hall
Thursday 1 <sup>st</sup> Nov 2012 8pm	<b>Club meeting &amp; AGM at the Memorial Hall</b>
Thursday 6 <sup>th</sup> Dec 2012 8pm	Club meeting at the Memorial Hall

## 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](http://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.

## How to contact the Editor

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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.