

From the Pits

www.wmfclub.co.uk

April 2011



Editorial

It's encouraging to see so many new models at the field these days, the biggest growth of course being in electric and particularly EDF. There's a good selection in this issue.

It's almost time for the Woodspring Show, which we are involved with. Ivan is running it again as he describes inside, please try to help out.

Field Improvements

There have been a number of further improvements recently; there's a new 'proper' windsock replacing the old flag; a Gents toilet area behind the clubhouse instead of just using the bushes! Some new tables and chairs have been donated. There is even a canopy for the clubhouse awaiting fitting.

But the biggest advance has been the completion and fitting out of the clubhouse, which now has kitchen units and a gas stove. And this has been put to very good use by **Trish Beacham**, who very generously has been making drinks (and occasionally even bacon sandwiches!) for club members.



However, we must remember not to take Trish's kind efforts for granted. Please remember that:

- Drinks and food are not paid for from club funds, but from donations – there is a tin for money in the clubhouse - don't forget to leave something.
- Clean up after yourself; do not leave dirty cups for someone else.
- Take any rubbish home.
- If you turn the gas on to make your own drinks, you **MUST** turn it off again before you leave.
- In summary, leave the club house and the whole site as you found it.

Also, thanks to **Ivan Sterment** for his impromptu barbeques!



Club Meetings

The next club meeting on Thursday May 5th will be an EGM (May 5th is also local election day so don't forget to vote first!) The EGM is being called to vote on 5 topics:

1. New club logo

The old logo (1) has been around for many years and the original has been lost. We also need a simplified version for engraving of trophies for the Woodspring Wings show that we co-organise. Hence it is proposed that we adopt a new logo, either (2) or (3) here, with the simplified version (4) to be used on trophies.



2. Mobile phone rule

We have for many years accepted that mobile phones are not to be used within the field, but it has not been in our rules. It is now proposed that a ban on using mobile phones anywhere past the bridge is added to the club rules.

3. New committee member

Mike Barnett was appointed as a Safety Officer recently, and it is proposed that he be elected to the committee.

4. Club rule change

Rule 8f currently reads

"Complaints must be raised with The Committee within two months of the incident taking place."

It is proposed that this be changed to

"Complaints must be raised with The Committee within two *weeks* of the incident taking place."

5. Committee spending limit

The following proposal has been received from one of the club members:

"I wish to propose a spend limit of between £500 and £1000 (final amount for discussion) is placed upon the club committee. Further spend would require agreement from the membership."

Don't forget that the next 3 meetings in June, July and August will be held at the field.

Gate Lock

Mike Edwards the farmer has had to put a combination lock on the gate to the car park. The combination has been emailed to all members, and you are reminded that the last person to leave the site in the evening should close and lock the gate.

2.4GHz Failsafe

For those modellers new to 2.4 radios here is a quick heads up for setting your FAILSAFE.

Many modellers don't realise that when you bind your new equipment you actually set the Fail Safe! So your servos will revert to the position they are in when you bound the receiver. Not an ideal situation to find yourself in when your model is 200 feet up and travelling at speed.

So please remember: After you have reversed your servos, set the throttle and sub trimmed the moving surfaces, RE-BIND THE RECEIVER TO YOUR RADIO making sure the throttle is set to tick over, this will reset the fail safe to the settings you should require. After the test flight and having trimmed the aircraft out to fly straight and level, I personally trim the aircraft to turn slowly left with a small amount of up elevator. I then drop the throttle and balance the elevator with the trim to allow the aircraft to gently turn whilst slowly losing height That's just a personal preference, I used to re-set the fail safe at straight and level flight but after going into fail safe after a stall turn my aircraft flew straight and level into the ground.

What you must remember to do is AGAIN re-bind the receiver this will set your permanent fail safe, the next flight you can re-set your trims and this won't affect the fail safe you have locked in.

Please note you should repeat this for ALL of your models.

Dave Beacham

Seen at the Field

At the March club meeting **Ivan Sterment** gave a talk on making electric powered models out of Depron. This is one of them, an F22 'Raptor' jet using a mid-fuselage mounted pusher prop, built by Ivan and owned by **Alan Tanner**.

Also in March we had a visitor to the field; **Paul Haughton** who is the expert flier at Southwest Helis did some very impressive aerobatic 3D flying as you can see here. It did get even closer to the ground!



Woodspring Wings 2011

Hi everyone, just touching base about Woodspring 2011 on 2nd & 3rd July. The planning is going well with most things in place ready for the show.

As you are all aware WE at Weston Model Flying Club have a key role in the planning and running of the WW show. For this we will be rewarded with 1/3 of the profit from the show; last year we received over £4000 for our part in helping to run the show. So I think you can see it is well worth our while helping.

Again this year we need all the help we can muster. Even if it is only a couple of hours a day on the days or before the build up for the show, your help will be gratefully received and I will be phoning, emailing and bugging you for your help at our field to go on my support list. For your help, however little it is, you will receive a club pass that will get you in on both days and the knowledge that you helped to raise more funds for our club.

Please don't think there is nothing you can do, as there is always something that you can do no matter how small. Please email me to let me know your availability and days you can help. Thank you for your continued support

Ivan Steerment

Woodspring 2010-2011 show coordinator and fellow WMFC member
isteerment@gmail.com



Speeding

We recently received another complaint from the farmer about speeding in the lane. Please remember that the speed limit is 20mph and this MUST be obeyed. The consequences of any incident involving any member of this club could be disastrous for us. Keep your speed down!

Casualties

Everyone in the club seems to have trotted along the road to see where **Dave Tremelling** managed to land the club Hack trainer...



Air Ambulance Charity Donation

As a result of our involvement with the Woodspring Wings show last year, we ended up with over £430 to donate to charity. At the same time Gerry Crossman and his wife Evelyn had a party for their golden wedding anniversary, and their guests donated over \$560. So Gerry kindly suggested that we combine the monies and we were able to present the Dorset and Somerset Air Ambulance with a cheque for £1000.



Safety Check

Hi All

As you are all probably aware spring has arrived and there is a flurry of activity, the sheep have had their lambs and moved on and the field-dividing fence is down. New and older model aircraft are arriving at the field to take on those blue skies once again, wow that's all a bit romantic so let's take a look at the real word.

OK Spring is here and the lambs have gone and life is good, but are our models ready to go? It is with this we must all take a look at the rather tedious subject of model safety.

There is nothing new in this concept and a pre-flight check is not only recommended by the BMFA but is expected by our club and will undoubtedly save models, injury and property. I don't know when it all started but there have been some good articles written in the WMFC Newsletters with numerous highlighted boxes reminding us of good practice. On reading back through some of the early newsletters I came across the 2003 April addition and if you think Pre flight or safety checklists are new, have a read. There is also a bit called Massacre At Wick St. Lawrence that's worth a read.

So if one of the club Safety Officers asks to take a look over your aircraft he is doing you a favour and could save your model and if nothing untoward is found give yourself a pat on the back. Please take the time to have a look at the Safety Check List on the next page and relate the items to your aircraft.

SAFE and therefore HAPPY Flying (Quote From Alan Meaney 2003)

Mike Pope

Safety

Remember to put your membership card on the peg board when flying, even if you use 2.4GHz. In this case you should put your card on the top part of the board.

Safety Check List

Please Note: Should the Inspector ground the aircraft, rectification and a re-inspection MUST be completed before the pilot flies the aircraft

Date		
Club Inspectors Name		
Pilots Name		
BMFA Membership Number		
Model Type		Plane / Helicopter / Glider / Other
Model Description		
Airframe	Checked	Observations and Recommendations
General Covering Condition		
Undercarriage & Wheels		
Clevis & Keepers		
Push Rods / Snakes / Closed Loops		
Moving surfaces		
Hinges		
Damage		
correct centre of gravity		

Propulsion	Checked	Observations and Recommendations
IC Engine / Electric Motor mounting		
Fuel System / Pipe work / Exhaust		
Propeller / Rotor Blade Condition		
Spinner size and condition		
Other		

Radio	Checked	Observations and Recommendations
Radio installation		
Secured Crystal		
Servos mounting		
Wiring Condition		
Aerial Routing		
Aerial Condition		
Fail Safe Test (PCM)		
Range Check		
Battery condition / Charge State		
Other		

Model OK to Fly?	Yes / No
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Seen at the Field

The seemingly endless rise in electric power and miniaturisation continues to provide some fascinating models which could only be dreamt of just a few years ago. Among those seen at the field recently were these three, all of which look remarkably realistic from the right angles in the air: **John Alcock**'s Airbus 380 has 4 ducted fans, all run off one large battery.



Pete Richards' Mig29 is made by Chinese company Lanxiang and has working flaps, leading edge slats and vectoring nozzles as well as retracts. Oh, and a full complement of missiles. At least these don't work...



You can see more photos of all these models on the club website in the Gallery section

Finally **Jamie Cuff** brought along this ParkZone 'Bind and Fly' DH Mosquito. At only 5120mm (20.5") wingspan, it's just 1/32 scale and yet is fully controllable and looks very realistic in the air.



From the Workshop

Gangster 63

I've taken some time off from the scale models to build a sport model as a replacement for my venerable AcroWot. The one I chose was a Gangster 63 Lite from Mick Reeves Models, which is a light-weight re-design of Mick's original model from the 1970s. It comes as a kit with laser-cut balsa and ply parts and all hardware.



Construction is fairly straight-forward, although I found that some parts didn't fit exactly despite being laser-cut. The 'lightweight' aspect has possibly been taken too far, for example the large holes cut out of the ribs totalled less than one gram, hence serving to reduce the strength without saving any significant weight.



Other than that it went together in a reasonably straight-forward way. The cowl included was of very flimsy plastic, so I made a fibreglass replacement, of which quite a bit had to be cut away to clear the Irvine53. Covering was in red Profilm, and decorations in Solartrim cut to shape on my CraftRobo vinyl cutter.



So finally it was time for the first flight. The Gangster always had a good reputation, and I think that's certainly deserved; after only slight trimming it flew as though on rails. Of course it won't flick roll as my AcroWot would, but normal rolls are straight and true, knife edge flight is easy, and large loops are a delight.

So I can definitely recommend the Gangster as an easy-to-fly model with good performance if you like building.

Events

Forthcoming events this year and next:

Date	Event
Thursday 5 th Mar 2011 8pm	Club meeting & EGM at the Memorial Hall
Thursday 2 nd Jun 2011 8pm	Club meeting at the field
Sat & Sun 2 nd & 3 rd Jul 2011	Woodspring Wings air show
Thursday 7 th Jul 2011 8pm	Club meeting at the field
Thursday 4 th Aug 2011 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 (June, July & August) 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.
