



March 2015 Newsletter
Editor : David Orrells

World Class Models at Club Night

World Class Competitor Richard Crapp attended the Battle of Britain Club in early March and bought a couple of his models along. Richard competes in the National Scale competitions with these models as well as representing the UK in International competitions.

He gave a very informative talk about how he builds these models, each one taking a couple of years to build. He makes each and every part and explained how he overcame the various problems that he faced. This included how he made the aluminium undercarriage, the rib tapes, rivets, wheels and false engines.

He then went on to explain how these masterpieces are judged and how they need to be flown to gain maximum points.

The false engines are themselves a work of art, he makes one replica cylinder head out of ply, plasticard and Chemiwood. He then makes a mould from silicon and from these produces replica cylinder heads.

He explained about the supporting documentation that he produces to prove that his model is accurate.

Richard makes everything on the plane as points are deducted for any commercial parts used.



Members got a chance for a close up view of the models and a look under the cowl.

Richard uses Laser engines as do most of the Scale competitors.



Tiranti are a Reading based company who supply all sorts of mould making bits and pieces. They've got a very informative web site if you're interested in making moulds for anything.



Richard explained that he used Diatex which is used to cover full sized planes to cover his models. Its a lot cheaper than Solatex too!

Milliput is a modelling clay that is designed to be hardened off in a domestic oven. Richard uses this to make a replica of the required part, he then bakes off the Milliput in the oven and then has the part duplicated in cast aluminium. This then forms the basis for the undercarriage on this PT-22.



He made the tyres and hubs for the plane too.

On 28/2/2015 the jobs returned and upturned all the tables again. Luckily there wasn't too much repair work to do, only one table requiring five minutes attention and some new screws.

Robin Kearney grabbed this shot. The bike in the picture has been abandoned in the woods near our access gate.



He also sent in the picture of the pits area after it received a light dusting of snow. The picture is at the top of page 1.

Thanks to the keen gardeners who retrieved the plants from where they had been thrown and then replanted them, some were on the hut roof.

Russian EDF Jet Set to Fly.



Richard Saunders is snapped here showing off his latest build, an EDF Russian style jet. The plane sports twin EDF's that have switchable thrust vectoring. He met with test pilot John Smith for its maiden flight in mid March. Unfortunately, after a couple of attempts it failed to fly very far. It seemed to be a bit too heavy to fly. Richard is determined to sort out the problems and try again.

The model is Depron and covered with the same plastic that they use to wrap cars.



Electric Gates Set to Open at WLMAC

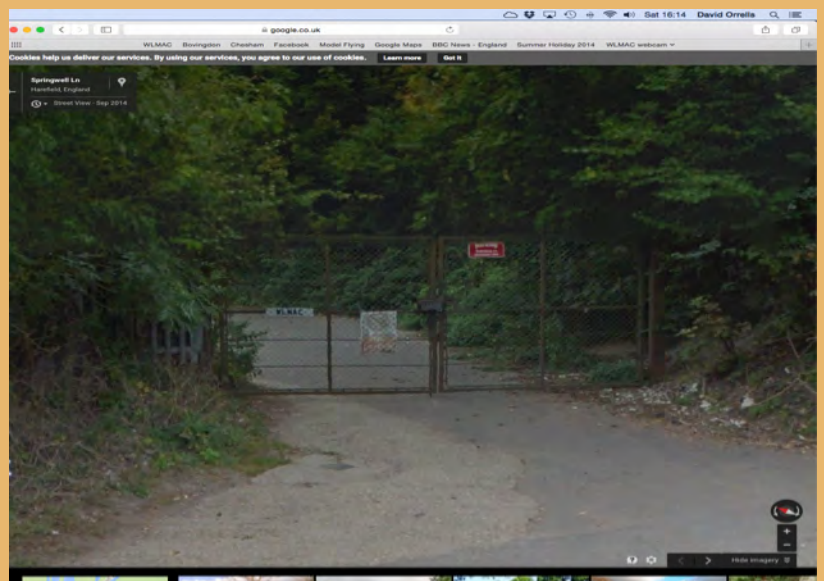
At last, just as we're fighting to stay at our site, a long term project has come to fruition. We've been in long term negotiation with the Haulage company, J Byrnes by the canal bridge to finance our latest Club improvement and to provide the electricity supply. We've been very aware that the locked gate at our entrance is a pain to negotiate. So, to alleviate this, we are installing a number plate recognition system at the gate which is then linked to automatic gate opening. The camera will read your car number plate as you drive over the canal bridge and open the gates for you. It will then close them after you've passed through. There is a second camera so that the system works on exit too, you need to stop and wait just short of the gates to allow them to open.

The go live date is this coming Wednesday so we need you to e mail Chairman Mat with the number plates of any cars that you will be using to attend the field. This should include your own car and your wife's car number plate for instance.

The system has a secondary system and will open if you sound your horn three times in quick succession from just outside the gates too.

Thirdly, if you send a text to Mat's mobile phone using the following format, he'll add it to the list of approved numbers. Just text ANPR followed by your number plate details and surname to Mat.

Lets hope that it proves to be more reliable than the web cam!



Forthcoming Club Nights

Thursday 9th April.

Club night featuring Round the Pole electric flying using Vapours. Come along and have a go and watch the carnage!

Thursday 14th May

This May Club night is a combined Project Night and Bring and Buy.

Project Night is a chance to bring your latest creation along for everyone else to see what you've been building over the Winter.

The Bring and Buy part is a chance to sell your unwanted bits, bobs and planes to other members.

Saturday 23rd May

On this day we've agreed to host the BMFA Examiners workshop at West London MAC. Here's a chance to learn about the A test, see it done and what the examiners are looking for. Flying will be restricted at times for members whilst the examiners and practice their skills. Feel free to come along and watch but we'll need to allow them uninterrupted use of the sky. We'll advise nearer the time about what times they'll be using the sky.



Pictured above is Ron Stevens' latest scratch built creation. Called Folly, its crammed full of top quality kit. When the rain clears, Folly will be gracing the skies no doubt.

Tony Parrott was helping search for a downed plane the other day when he chanced upon this model. Sadly, this one had been missing for some nine months and had suffered a bit of rainwater damage. It's now weighing about 3 lbs more than it did when it flew. Luckily owner Ron Barber was present when the Mew Gull was found.



The Mew Gull after retrieval.



Luckily, Bill Mercer was around to help in the scavenging operation.

The Fight To Stay Continues.

Bidwells are consulting their Solicitors regarding our fight to stay at the field, so we await to see what they have to say.

Secondly, Mat has contacted the BMFA and they in turn are going to let their Solicitors look at our position. Should they feel that we have a good case they might even step in and fight on our behalf! Don't get too excited though, they have yet to see the papers but they have agreed to have a look.