



Chairman Mat's Weston Models Obsession Freestyle, now three years old and still going strong. It's probably lasted this long because it hasn't been crashed into the rough or trees and has had additional fuel proofing, Mat used 5min epoxy thinned with methanol slopped on everywhere that was accessible at the front of the fuselage. The undercarriage mount plate is beefed up, hinge lines sealed with Diamond Tape - also leading edges (stops film lifting). Its YS160 powered - soft mounted with Hatori pipe, 20% nitro fully synthetic 18% oil. It's still on its original 16 x 12 prop but is on its 3rd set of main wheels and 2nd tailwheel (the hubs wear out). Mat has recently bought the last one in stock from Weston as a spare, it's now discontinued – pity really, as it's a really good intro into larger IC / aerobatics. Mat assures me that it's not compatible with any form of AS3X.

Editorial

I'm afraid I've kinda run out of material for the newsletter so you're going to have to put up with a long and boring diatribe about what's on my workbench, just to fill up the pages – don't blame me, I don't make the rules - the committee are *very* strict about the number of pages that they want to see in each issue. I realise that the content of this piece might not be to everyone's taste, so in order to prevent a repeat of this sorry state of affairs in the next newsletter, you might consider sending me some words and pictures of what's on your workbench, and we can all read about that instead. And, I've also run out of stock header pictures for the newsletter, I had to arrange to meet Chairman Mat at the patch to get this month's picture. The newsletter should really contain things that have been produced by WLMAC members so if you'd be prepared to have your model photographed and displayed as the header picture of this splendid publication, please let me know.

Parish Notices

Indoor Flying

I'm happy to report that Indoor flying at Vyners School is back on the agenda, starting on 20th October from 19:45 until 21:45 and then the 3rd Friday of each month up to and including March 2018. Contact Chairman Mat for details.

'A' Tests

Both Krys Holubecki and Roger Freeborn passed their A tests on 23rd September, Stuart Whitehouse was the examiner. Very well, done, gentlemen.



Krys Holubecki (left) and Roger Freeborn (right) passed their A tests on Saturday 23rd September. Examiner Stuart Whitehouse looks mildly pleased. Personally, I'm impressed that Roger managed to do it with a small and light foamie.

Missing Padlock

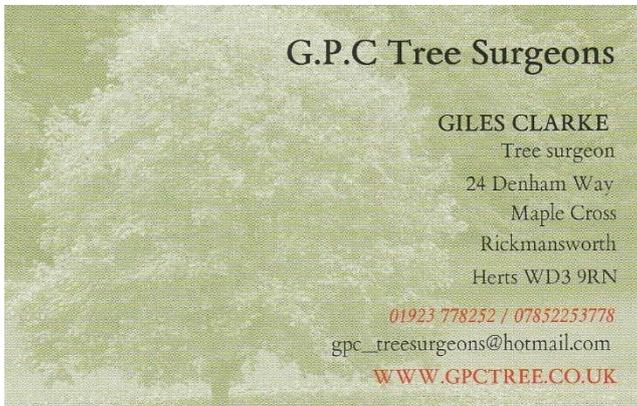
Also, the 5-digit padlock has gone missing again – we're getting through these at a fair old rate so can you please check to make sure that you haven't driven home with it? If found, please return to Chairman Mat.

Padlock Damage



The keyed padlock was found cut on the morning of Saturday 9th September, although the combination padlock was in place and secured. After enquiries by the Secret Service branch of WLMAC it was discovered that this was done by a SITA contractor who was working on another part of the site all day, he'd been given the gate code but *hadn't* been given a padlock key and if he hadn't cut the lock off, he'd have been stuck there all weekend! Sita are going to drop us off some more spare locks next week.

New Tree Surgeon



The tree surgeon that we used to use has retired but we've managed to find another one; Giles is local and managed to get the wreckage of my Angel 50 out of the trees in less than an hour (maybe 40 minutes or so) and it cost me £50. If the model is salvageable and you want it brought down in one piece, I'm told it would cost "up to about £100, depending on the time taken", which these days is pretty reasonable.

He can be reached on 07852 253778, you'll obviously have to meet him at the gate to let him in and phone Richard Orr at Stocker's farm to let him know that you'd like to retrieve a model from the trees.

Thanks to Dick...

You might have noticed that some of the tables are turning green, this is thanks to Dick Sable who's generously taken on the job and has now nearly finished. Thanks, Dick!

Engine Clinic

Here's something that I discovered quite by accident last week. It used to be the case that one could just buy an O.S. engine and shove it in a model in the confident expectation that it would "just work", but recently things seem to have changed slightly; I used to use Model Technics Bekra 10 fuel (10% nitro, fully synthetic oil) but have recently changed to Contest 5 (5% nitro, mostly synthetic oil with a trace of castor) and as expected, the lowest attainable idle rpm is lower. However, when hand-starting I notice that my O.S. 46 AX tends to start and run backwards.

This was a bit unusual so I looked at the plug that came with the engine, which was marked as a No. 6; some investigation revealed that this is the same as the old A3 plug, which is a hot plug. So I changed to an old No. 8 (medium) plug which I happened to have in the toolbox and magically everything suddenly worked as normal; it started the right way and sounded much smoother. Something to consider if your engine isn't behaving as expected.

New Facility for Running-in and Fettleing IC Engines



Krys Holubecki and Tony Briselden moving the bench. Chairman Mat is directing operations from behind the Camera.

There's been a bit of friction recently when people have been running IC engines for a considerable period of time, and I can see that it may well annoy people when they're having their lunch or trying to hold a conversation on the picnic bench - personally, I like to have a short break for afternoon tea somewhere between 3 and 4 p.m. so I can see their point.

Having said that, there does need to be a bit of give and take because this is a model aeroplane club, with model aeroplanes, and some of them will have IC engines, all of which will need to be started at some point in order to fulfil their primary function.

Nevertheless, after some deliberation the Committee has determined that one of the benches is now designated an “Engine Running In and Fettleing” bench and has been re-positioned at the other side of the club house as shown above so that users will cause the minimum annoyance to other members; this seems to be the best available position, vehicles can be parked fairly close and it’s next to the path.

Please use this bench if you have a lot of setting-up to do, but please be as considerate of other members as reasonably possible – for instance, please don’t do it when the BBQ is in use! And if someone says “Can you please stop for a bit, we’re having our lunch!”, then please do the decent thing. And if other members could be a little more tolerant of extended engine running, that would also help. Thanks.

Safety (again!)

There have recently been another two incidents of people crossing the Flight line and NOT waiting for confirmation from ALL pilots that it is OK to do so. I have had some extensive instructions from Chairman Mat, they’re quite expressive and I had to look up the precise meaning of some of the more colourful descriptions and filter out some of the more anglo-saxon content; but here’s the gist;

“There have now been too many of these incidents to be put down as the odd memory failure; for the avoidance of doubt, here is the rule:

Confirmation MUST be obtained from ALL on the flight line before proceeding out on to the strip.

If you’re going out onto the strip (and I’ve obviously toned down Mat’s language here because this is a family publication), it is your responsibility to make sure that everyone concerned knows what you’re wanting to do, and – crucially - is OK with it; it can be a noisy environment and the flyers might have their hands full, so if someone says “No”, or shakes their head, or if there’s any doubt at all, **wait!**. You can always ask again in a few moment’s time.”

On the Workbench

I think it’s about time we had more input from the membership, not least because I’m more interested in what other people are doing than the stuff that I’ve already done. So, I’d take it as a personal favour if you could have a look at what you’re currently building/assembling, take a few pictures and send them to me with some text explaining what’s going on.

To get the ball rolling, here’s what’s on my workbench (I’m really hoping that people will send me stuff for the next newsletter, otherwise we’re going to have to put up with more of my indoor stuff and no-one wants that...).

Indoors Again – Andy Blackburn

I do have a couple of R/C Scale projects on the go, but as some of you may recall I have developed an unhealthy interest in indoor scale models and for reasons that now escape me, I have committed to attending [IIFI 2017 in Nijmegen](#) on 10-12 November; the ferry is booked and the travel arrangement are made, so I can't really back out of it. I have also – because, apparently, I'm stupid – paid the entry fees for two models in indoor Kit Scale *and* two models in indoor Peanut Scale, failing to take account of the fact that at this point I only really have one of each. Oh dear. This obviously means that I will have to build at least one extra kit scale model; I don't think I have time to research, build and trim another peanut before the beginning of November.

And all is not well with my existing stock of models because my otherwise-excellent Cessna 140 seems to have developed a habit of not holding a trim setting – when I take it out of its box, I really have no idea whether it's going to turn left or right; obviously, it should be turning left (because that's better for low ceilings) but last time it had other ideas. I think this is happening because I over-shrunk the tissue on the flying surfaces and then used dope that was a bit too strong (as in not thinned enough), so there's a fair bit of tension in the wings and they keep warping in storage.

However, I think I can probably make it work, which will leave me with the following models entered in IIFI 2017:

1. Kit Scale Cessna 140 – finished, but hasn't read the script about flying properly.
2. Peanut Scale Andreason BA4-B – finished, but needs more detail and a pilot.
3. Kit Scale Spitfire PR.IV – in progress, looks vaguely promising (see below).

Kit Scale Spitfire PR.IV

I think the attractive thing about kit scale is that you can buy a small rubber scale kit – the modern ones all seem to work pretty well – build it as per the plan with no extra details, cover it in coloured tissue (no airbrushing required), enter it in a competition and provided that you can get a flight in, you won't come last.

The Kit Scale rules were originally designed to channel people into entering the Open Scale classes so there are minor penalties for “significant” alterations to the kit, sprayed finishes and so on to deter the experts, but it hasn't worked out that way as Kit Scale is now the most popular indoor scale class by far, and people just enter Kit Scale for the craic, without - in most cases - any particular expectation of winning.

Some of the best flying models older designs are the Kiel Kraft and Veron flying scale (plans for which are available online) that can use a modern plastic propeller which – in contrast to the ridiculous propellers provided in the original kits - *will* provide a decent performance.

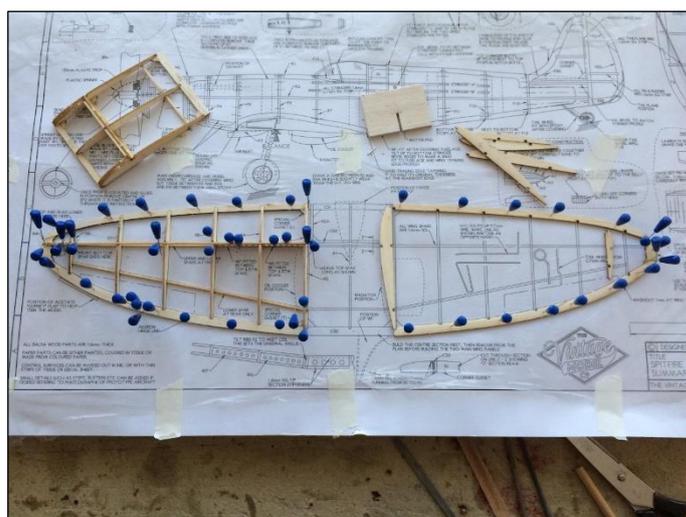
And some of the more modern kits are brilliant – the plan and instruction booklets are little works of art, and they're very satisfying to build because 95% of the pieces fit without adjustment.

I'm just at the finishing stage of [Vintage Model Company Spitfire Mk V](#) that's been converted to represent a PR.IV with an Aboukir tropical filter and a different (phot-recce) canopy; no idea (yet) if it'll be any good but I'm hopeful. Here are some pictures:

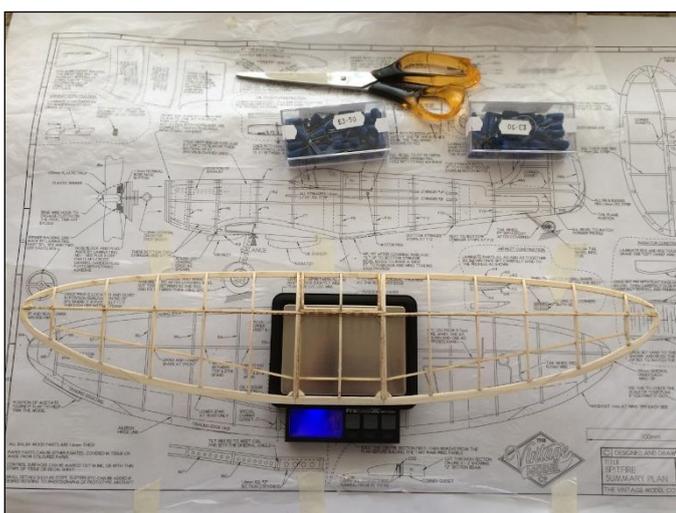


Spitfire PR.IV, BR416. This aircraft was shipped to the Middle East in July-September 1942. It joined No 2 PRU shortly before it became 680 Squadron. During July 1943 it was with 'C' Flight at Nicosia, Cyprus, and flew operational sorties over Greece and the Aegean islands. It later went to 74 OTU in Palestine. The aircraft was painted a special matt-finish dark royal-blue, originally concocted at No 2 PRU. It was fitted with an Aboukir filter, and is shown here as it was at 74 OTU. However, in its previous service with 680 Squadron it would have been identical except for the 'X' identification; this would not have been applied on the squadron. Note the blisters on the canopy and the small + for the pilot (marked on the port blister) to aim against the aileron stripe, when taking oblique photos at low level.

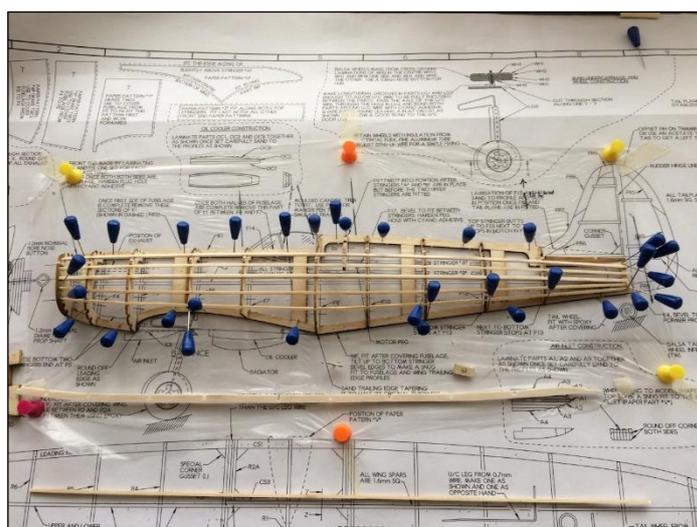
The subject aircraft, taken from "Spitfire Special" by Ted Hooton. I chose this one because the colour scheme could easily be represented with dark blue Japanese (Esaki) tissue. The colour of the original isn't PRU blue, it was apparently mixed in theatre from ICI Bosun Blue, black pigment, zinc powder and turpentine, and is reportedly "similar to FS 35109". It looks as though the roundel colours are toned down.



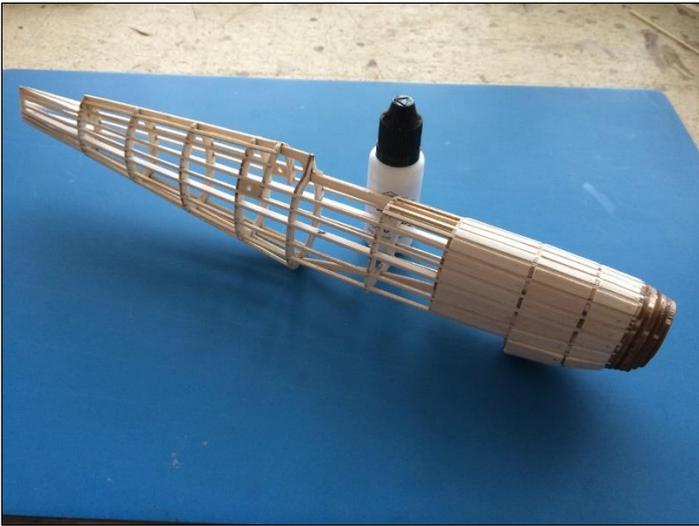
Wings are built in the usual manner and, as it's a modern laser-cut kit, all the parts fit.



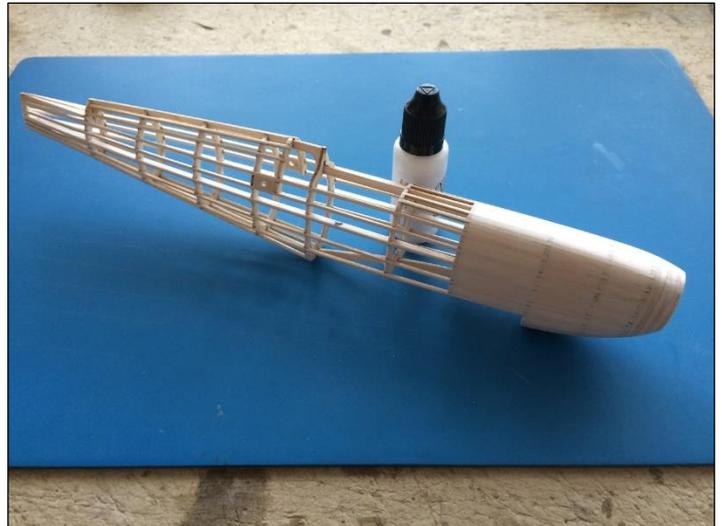
The finished wing structure is a little heavier than I'd like, but considering the amount of wood in there 4.6 grams isn't too bad.



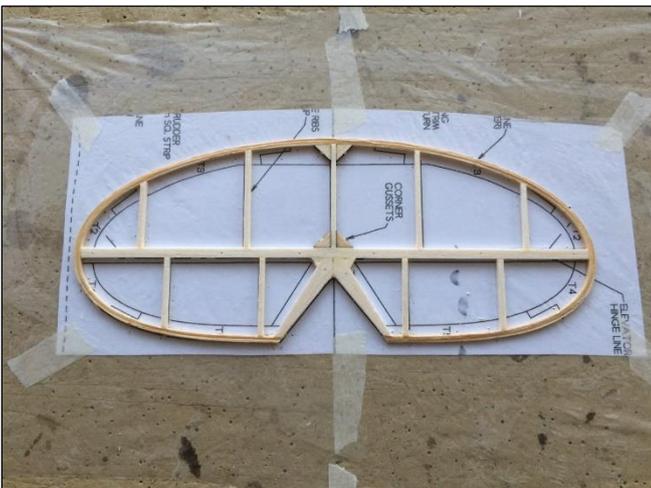
The fuselage is built on the traditional half-keel principle. The motor peg is just behind the cockpit and for short-nose aircraft, having the peg this far forward is probably the key to a decent flight time.



The fuselage ready for sanding with as much 1/16" sheet in-fill on the nose as the plans allow; it's all in front of the c.g., so it doesn't really cost any flight time and it makes the fuselage much stronger.



The finished fuselage. It's leaning on the little container of white glue that you get in the kit.



The first stabiliser was a bit too heavy so I made another one using a laminated outline and some much lighter wood; it's going to cost me static marks because it's a deviation from the kit, but it'll fly better. I shall try and claim that it's not a "significant" deviation...



I'm afraid I couldn't resist correcting the fin shape, which is the only serious problem with the original kit. It'll cost me more static marks because of the back-to-front rules, but sometimes sacrifices must be made for the sake of Doing the Right Thing.



I really wanted to do a "bare structure" picture of the sort that we used to see in "Aeromodeller", but I haven't got a suitable black background. However, this doesn't look to bad.



A new Photo Recce canopy with a rounded windscreen will be plunge-moulded, this is the canopy buck.

Sebart Angel 50 Crash Diagnosis

Readers may remember the sorry story of my Angel 50 crash in the last newsletter, we've managed to recover the wreckage and have powered up the receiver. The results are

- a. It works fine on all 6 channels, and
- b. It had not suffered a brown-out (if it had, the lights would have flashed slowly when the power was re-connected).

I think, therefore, that it's a reasonable conclusion that the receiver had probably gone into failsafe due to interference; this is a potential problem with the original Spektrum DSM2 transmitters/receivers because they pick just two of the available radio channels on start-up and then always use those channels. With the more recent DSMX protocol, the transmitter and receiver hop between a set of channels in a known sequence (I think each Tx/Rx uses a set of 23 of the available channels) so you're unlikely to suffer a significant drop-out unless the interference covers all the channels that you're using.

So, for me, the decision to retire all my DSM2 radio gear was probably the right one, and the crashed Rx has been subject to the ritual hammer-on-flagstone treatment to make sure it doesn't get back into circulation – just in case it does have an intermittent fault.

Events

Date	Event	Location	Description
Thursday, 12 October	Club meeting	Battle of Britain Club	Brentford Models and skills evening
Friday, 20 October	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm
Thursday, 09 November	Club meeting	Battle of Britain Club	Talk by John Greenfield
Friday, 17 November	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm
Thursday, 14 December	AGM	Battle of Britain Club	AGM
Friday, 15 December	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm