



Glenn King's Sebart 50 E Wind S, runs on some ancient 6s4000 Hobbyking packs that are on their last legs as they've had ~100 charge/discharge cycles and are well puffed; he still gets 7-8 minutes of flying per charge, though. It looks like a very nice aeroplane in the air, and is apparently similar in feel to the Sebart Angel 50 [Andy Blackburn Photo].

Parish Notices

New Members

Welcome latest new members Geoff Middleton and Chris Woodward – Mat will put mugshots up in the shed. Geoff has got his B and Chris can fly but needs to do his A test.

New Gas Hob – Mat Dawson

Following a recent incident with a gas ring being left on without being lit and Tony Parrot's eyebrows being severely scorched, a bit of research was done and we discovered that portable camping gas equipment (as was our cooker) *doesn't* need to have a "no flame device" (NFD), presumably as they are generally for outdoor use.

However, after some investigation it appears that marine gas equipment does require a NFD, so Mat tracked down a suitable replacement, dusted off his carpentry skills and installed a small marine two ring hob.



To light the hob, you turn the relevant knob full on, push the knob in and press the ignition button (the middle one) until it lights. If for some reason the flame gets blown out or isn't ignited then a thermocouple detects there is no heat and shuts off the gas. N.B. if you are the one locking up, please check to make sure the gas is turned off at the bottle.

Falcon 120 ARTF For Sale – Andy Blackburn

I've added a "For Sale" advertisement at the end of the newsletter; I'm selling a part-finished Falcon 120 ARTF which has been in the garage for a few years.



It's a Jet-style Pusher for a 1.20 2-stroke or 1.60 4-stroke. Span is 1600mm (63"), flying weight is about 12 ¼ lb (5.3 kg), and it has split flaps. The kit includes instructions, fuel tank, hardware, fixed gear and I'll throw in a set of Spring-Air retracts.

I've fitted correctly-sized JR servos (Ailerons 2x DS 811, Flaps 2x ES579, Elevators 2x DS362, Rudders 2x DS362) with M3 fittings to all the control surfaces and plumbed the retracts into

the wing, so all the difficult/tricky bits have been done – all you need to do is install an engine, the tank, the throttle & retract servos and finish off the retract installation (position air tank, hook up air pipes & actuator).

It's really got to go because I need the space; I'd prefer to sell this to a WLMAC member, so it's yours for the truly astonishing price of only **£75**. Please take it off my hands so that I don't have to bother with eBay or BMFA classifieds. More pictures and contact details are on the last page.

WLMAC Meeting 12th April – Mat Dawson

We had a really good turn-out, most people arriving at around 7.00 for Dinner – excellent food and very good value. Quite a few stayed after just chatting about building, the weather, modelling-related injuries (Tony Bloomfield won). We finished at about 10.30pm.

Dave Chinery (Electric Flight, foam construction, and EDF pioneer), scratch-built the first "foamy warbird" in 1983 (a Spitfire PR MkIX). His range of Flying Sparks Fun-Jets in 1995 were the first kits for EDF, using the pioneering Morley Jet-Elec fan unit based on Dave's design, a long time before Multiplex "pinched" the Fun-Jet moniker. Dave demonstrated some simple hot-wire foam cutting techniques that made it look easy. This was followed by Mat's glassing demo.



Dave Chinery using nichrome wire in tensioned bow running off a Lipo or Nicad (voltage to suit wire length / resistance / type of foam)



Mat did a glassing demo, really easy, anyone could do it. There was some audience participation; Mark Pressling is shown here having a go. All the clean-up is done using neat methanol, available from John Fowlds (phone number on club membership list)

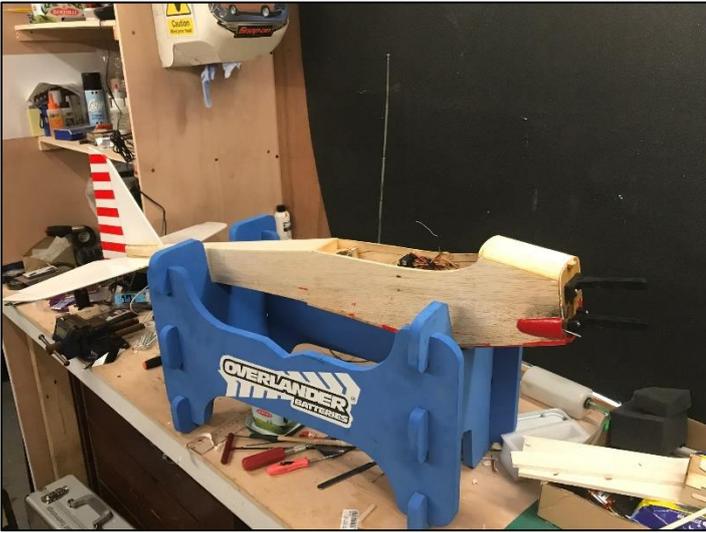
Please let Mat know if there are any other things you would like to see demonstrated – Film covering, gluing a tail-plane on an ARTF, basic control set up / Tx programming – anything that we could cover in an hour or so.

WOT 4 Trainer Refurb – Graham Motler/Mat Dawson

Graham Motler's second-hand Wot 4 trainer has long been afflicted with the ground handling of a shopping trolley with a golf umbrella tied to it, in a hurricane.

Graham eventually decided that enough was enough and decided to do something about it; this involved a bit of balsa bashing and film covering, and the culprit turned out to be a ropey snake installation by original builder.

For a first effort, Graham has done an excellent job and is still looking forward to some tuition with his mentor – pictures on the following pages show all.



The first job is to strip the covering off...



...and then take the bottom of the rear fuselage off to reveal a completely unsupported snake - this is never going to work because unlike (say) a bowden cable on a bicycle, the clearances are far too loose. Snakes are normally fine if you support them every 3-4 inches.



Graham went for the Rolls-Royce solution and installed a closed-loop system on the rudder, which sits nicely with the original elevator pushrod shown here.



The bottom sheet is replaced...



...and then the fuselage is re-covered. Looks like a neat job.

Man and machine ready to commit aviation...

Do You Need a Checklist? – Andy Blackburn

Well, apparently, *I* do...

Over the last 10 years I've turned up at the patch without some vital piece of equipment on a fairly regular basis, and on at least two occasions the vital equipment in question has been the Transmitter; luckily on one occasion Tony Parrott very kindly loaned me a spare Spektrum Tx which worked fine with my JR DSM2 receiver.

And, once upon a time I turned up very early in the morning, got everything out, did a comprehensive pre-flight check and only discovered that I had left the fuel at home when I went to fill the tank; I had to pack everything away again (I was the only one there) and make the long round-trip back home to get the fuel can (stop laughing at the back)!...

And back in the days of 35 MHz¹ we went to the Isle of Wight to do some slope soaring and I discovered that a) the crystal in the Tx didn't match that in the Rx, and b) I hadn't got any spare crystals.

I have therefore evolved a checklist which works faultlessly as long as I actually tick off all the items rather than saying (as I did the other day) "Oh, I'm sure I've got everything..." – it's on the next page, feel free to use or modify as you see fit. Not that I've left anything at home again recently. And in any case, if I had I'd pretend I hadn't.

¹ For our younger readers, this used the mechanical resonance of a quartz crystal – at say, 35.080 MHz – to stabilise the frequency that the transmitter radiates and the receiver is tuned to receive. Extra crystals were quite expensive, it was a bit of a racket if you ask me...

WLMAC Flying Checklist

ToDo The Day Before

- Charge Transmitter
- Charge Plane(s)
- Charge LiPos (45-60 mins/batt)
- Inspect & repair as necessary

Essentials

- Key to gate in case we're first
- Key to container in case we're last

Car Packing List

- Model 1 fuselage & wing
- Model 2 fuselage & wing
- Model stand (for e.g. 109F)
- Notebook & pen
- Transmitter case (with Tx!)
- Flight Box
- Camera

Flight Box Contents

- Bind plug
- Fuel
- Screwdrivers (large, small, phillips)
- Washing spray & cloth
- LiPo batteries
- Battery checker(s), wattmeter

Clothing

- Beanie hat, fleece, waterproof
- Sunglasses

Incidentals

- Sandwiches/biscuits
- Milk
- Water / Diet Pepsi

Don't Forget

- Apply Sun Block
- Check travel before leaving

Events

Date	Event	Location	Description
Thursday 10 May	Club meeting	Uxbridge Golf Club	Chuck Glider competition, this year with rubber power!
Saturday 9 June	BMFA Scale practice/tuition	Harefield	Competitors practice for tomorrow's competition, also tuition for members with a scale model who want to see what it's like.
Sunday 10 June	BMFA Scale competition + BBQ	Harefield	BMFA Scale Competition with BBQ for members and competitors. Spectators welcome, normal flying resumes when competition finishes at about 3pm.
Wednesday 13 June	Field meeting	Harefield	BBQ and Electric Flying
Sunday 1 July	Family Fun Day	Harefield	Scale Day and Fun Day
Sunday 8 July	Family Fun Day reserve date	Harefield	(Only if rained off the previous week)
Wednesday, 11 July	Field Meeting	Harefield	BBQ and Electric Flying
Wednesday, 08 August	Field Meeting	Harefield	BBQ and Electric Flying