



The Trophy winners for the Fun-Day competition

Parish Notices

Up and coming Club night - Wednesday 14th August, BBQ at the field. Weather permitting, we can enjoy a BBQ, have a few flights, some buggy racing and a “Bring and Take” - could members please bring in any unwanted RC items.

Pilots standing area, etiquette / communication – Our drive to improve this over the last few years has been extremely successful and this has only been possible due to the co-operation and efforts of you, the membership, so well done and please keep it up. However, we must not rest on our laurels and with the combination of new members joining, a very few existing members becoming complacent and novice members passing through our training scheme, we are required to remind ourselves of our general code of conduct around the pilots

standing area / box. These reduce the annoyance of other compliant members and maintain all of our safety. Here are a few reminders which are mainly based around ongoing courtesy and communication:

- 1 Always stand on the path, adjacent to the leaning rails, in a position where you can effectively communicate with the other pilots and not be in their line of sight. This means for the whole flight including taking off and landings. If you can't do this, then you shouldn't be flying solo (exceptions would be test flights etc, where you would have already checked and got the ok from all of the other pilots in the box).
- 2 Never block the line of sight of anyone flying, at any time, do not walk in front of pilots, especially if they are taking off or landing.
- 3 When taxiing your model back after landing, do not point the model towards the pilots area.
- 4 If you wish to do any 3d flying or anything else at low level, in front of you / other pilots, please check that it's ok before you do.
- 5 When practicing aerobatics or any new or unfamiliar manoeuvres make sure you keep well away from the no fly lines, especially if the wind is towards the pits.
- 6 Don't do anything that will increase the risk of a mid-air collision. An example of this would be changing circuit direction suddenly without warning the other pilots.

So, if you are approached by any other member and they advise you that you should be doing something differently, then please take heed immediately (this also applies historically, so if you have been recently warned about anything then this definitely still applies).

July Club night -

A reasonable afternoon's weather, slightly blowy but good flying weather made a good opportunity to fly and for some to prepare the planes for Sunday's Fun-day. Chairman Mat completed his 3D printed Spitfire and managed a difficult but successful flight. It is constructed with clear PLA plastic which made it very difficult to see in the grey sky. We had a very good turnout of members, some brought over some friends and Andy worked wonders with the BBQ again.

As it was successful last month, members brought in some of their unwanted RC items for other members to help themselves to. This has been popular and we will continue this every month.



After hours and hours of printing, job done and a successful maiden flight. Mat is very happy.





Ready to maiden, Andy.

Bit of engine testing, Mike.



Hopefully more reliable with an OS, Mark,

New purchase for Tony, fly's well.



Family Fun day Sunday July 14th

We had a very impressive turnout of members on the Saturday to prepare the hut and field for this occasion, the club laid on some food as usual for all the helpers. Thanks to our field Marshall Tony P who did a grand job on the mown area. Finally, a big thanks to all, too many jobs and members to mention. The car park was full.

The Sunday started off with an access problem via Springwell lane, it had been blocked off due to a tree that had fallen onto a BT cable which was waiting to be repaired. Mathew sent out a WhatsApp message and Stuart sent an email out to the members to advise as many members as possible that access to the road was now by the other end of Springwell Lane which was a very narrow and difficult lane to pass. A number of members scraped their cars over this route due to a fallen branch that had partially blocked the lane.

Luckily, most of the members and plenty of guests did eventually make it in. Thanks, to all of you that took part in the flying and kept the crowd entertained, this was the best turn out of pilots and models for some years, despite having to compete with all of the sporting events that we're on. Also, special mentions to Andy "Pit Boss" for a stellar BBQ, Patricia (Tamas's wife) – who organised the catering display in the clubhouse and did a lot of the cleaning up afterwards and Peter Emanuel who was again the MC for the afternoon. Lastly, a bit of a mention for the Committee who did some organising etc. Well done everyone.

Mark Pressling put on an aerobatics display with his I.C. T-Rex heli with Tony B commentating. It was super Mark, and entertaining to see. Tamas won the "Most Improved" (flyer) Trophy.



Andy started early with lots to BBQ in front of him.



Tamas won the "Most Improved".



Tony B, "Best Aerobatic flight".



Best Scale model built and flown by the Richard Saunders "Peter Conway Trophy".



"Best Flight" of the day, Colin Martin.



Andy preparing his ME109 for flight



Tony, just been told He's won a trophy



Spectators' viewing area



Patricia organising the buffet in the hut.



Andy has managed to BBQ all the meat.



Some of the planes of the day



Natty took an aerial shot of the fun day with his drone. (Tamas's Son). Thanks Natty.

Projects

Andy Blackburn Sebart Angel 50 project –

Readers may remember the unfortunate loss of my Sebart Angel 50 as recounted in the September 2017 issue of the newsletter and after more than a year I've decided that I need a new one. This is a blow-by-blow account of the assembly.



The kit and motor were ordered from Dumfries Models and arrived within a couple of days. They couldn't give a specific delivery slot, though, which was a bit of a pain.



I used some older but perfectly serviceable standard-size digital servos that had previously been in a Kyosho Osmose 50, but the wing servo mounts needed a 2 mm ply shim to lift them up a bit.



Checking the servo lead length...



Aileron servo installed, all pretty straightforward stuff.



Checking the elevator servo lead length, this one needs a proper keeper on the connector because if it comes off, it's curtains.



The closed-loop connector set for the rudder - one of the rudder horns did need trimming as shown by the black line, and I elected to use some standard M2 clevises on the rudder servo because the supplied nylon ball-link clevises were difficult to adjust.



Rudder servo in place. The supplied closed-loop wire was heavy-duty (circa 0.7 mm) which isn't necessary on a model of this size, so it was swapped for some closed-loop wire that I had lying around. Mole grips were useful for crimping the wire.



The Angel 50 undercarriage is reasonably robust (extremely so for an ARTF) and the legs are fixed in place with three M3 bolts. However, the left and right legs look very similar and it's easy to get them the wrong way round.



This is the finished model, it came in slightly underweight at 2160 grams so it could easily use a separate Rx battery and an Opto ESC. It had its first flight at the July BBQ and it's a lovely aeroplane to fly, almost completely neutral, easy to fly and dead easy to land. I converted the old JR radio setting to the new radio (Taranis) and am still assessing what it needs in terms of control surface/c.g. tuning. The flight battery (6s4000/6s4200) was only down to ~50% after 7-8 minutes so 11-12 minutes is probably achievable with the larger pack. One thing I did find though, was that there was a lot of servo jitter until the Taranis' telemetry was switched off – the Rx antennas do need to be 3 or 4 inches away from any servo leads if you want to use telemetry.

Latest Picture from Frank Dalby Smith Pup project – Frank has now covered the Pup and kindly brought it in on our family day. Very nicely covered Frank



I'm wondering about the pilot, what will Frank choose?

Free, Good home needed for an impressive ww2 scale glider – Sasha has kindly offered this WW2 glider which was called HAMILCAR and was originally designed to carry many troops & some light artillery such as Jeeps, small tanks etc. It was towed by Halifax bombers to enemy lines, as originally they had no engine, but because they were limiting the performance of the main bombers then the manufacturing company (which at the moment I don't remember what it was called) decided to install two engines on them so they can fly by their own power. This model in pictures is the later one. It has 11.5 foot wingspan, extra canopy, professionally built by a renowned designer who was producing model plans in RCM&E magazines many years ago. Due to his poor health he was not able to get this model flying, so although being old, it is still brand new & never flown. All it needs is all the necessary flying gear which is beyond my ability to afford it, hence I am looking for somebody to have & appreciate it.

The interesting history of this aircraft can be found on google which I have copied some of it & is included with the model.

If you are interested please email Sasha on sasha2008@live.co.uk



Events

Date	Event	Location	Description
Wednesday 14 th August	Club meeting	Harefield	BBQ at the field
Wednesday 11 th September	Club meeting	Harefield	BBQ at the field
Thursday 10 th October	Club meeting	Uxbridge Golf Club	Guest speaker
Thursday 14 th November	Club meeting	Uxbridge Golf Club	Quiz night
Thursday 12 th December	AGM	Uxbridge Golf Club	Membership renewals
Thursday 12 th December	Christmas meal	Uxbridge Golf Club	Partners are welcome but are required to pay full price of meal