

WLMAC Newsletter October 2019

Editor – Felix Scicluna



Auction of a Yak 50 kindly donated by David Orrells

Parish Notices

Up and coming Club night – Thursday 10th October, we have had to change plans for the evening. Our guest speaker is not available and will need to be rescheduled for a future meeting. Thanks to Andy Blackburn who has been able to bring forward the quiz night to October. See the Quiz night schedule by Andy below. We have also invited Watford Wayfarers to come and join us for the quiz. If it's a success we hope to plan an inter-club quiz next year.

Club hut top lock Jammed – Wednesday 25th October the top lock jammed and a locksmith was called out after a while of trying he had to resort to the angle grinder to open the door. We were back on Saturday to sort, Mat hired a 3kw generator with a built-in arc welder. Tony P used his welding skills and the door

is back to full strength. Mathew has ordered a replacement lock, but in the meantime the bottom lock has been moved to the top for more strength.



Locksmith attempting to Drill out the lock

TP welding the damage

Nice work TP

Charlie Orrells, good news - Charlie starts actually flying 3rd Oct (Southern Spain 1st then somewhere in the Czech Republic - all in the same day). He will be based at Stanstead.



The day Charlie flew a Boeing for the very first time. He had to take off and land 6 times to prove he could do it for real. Up until this day it had been all simulators. He's done it for real now and starts flying passengers early October.

Track working party called for Saturday 21st – Roger kindly let WLMAC use his digger for the day and Tony P had a quick call around for some helpers on Friday afternoon to repair and carry out some modifications. Considering the short notice there was a good turnout of members.

There was a breeze from the right of the patch which gave members some practice landing from the left. Our chairman Mat bought himself a new Canon SLR camera which gave him an opportunity to take some photos.



Colin's new gyro stabilised RC motorbike



Peter looking happy with his ducted-fan (Avanti).



John Fowles ready to fly with a smile.

September 11th BBQ and club night – Our last meeting at the field was a breezy evening with few people flying, Andy did his usual bit of magic with the BBQ and the car track was used again for a bit of fun racing, David Orrells kindly donated a Yak 50 and it was decided to hold an auction with any money raised donated to club funds. Bidding was extremely slow and was eventually won by Mathew. The plan will be to get it ready for next year's Fun-day – Buddy flights, possibly?





October Quiz night WLMAC Aviation Quiz - By Andy Blackburn

In a change to the published calendar, Stuart Whitehouse and I are going to run an "Aviation Quiz" for the October club night at Uxbridge Golf Club on Thursday 10th October; it should be good fun because it'll be the same format as last year but we'll try and distribute the "experts" around so that everybody has a fair chance; there is even talk of a special "WLMAC Committee" team (they wanted to know what the answers were. Obviously, I didn't tell them).

As before, we're looking at 6 rounds of 6 questions each (plus a tie-break round if necessary), so it shouldn't take very much more than an hour and a quarter. Here are the titles of the rounds:

1. The World Wars
2. Name that Plane for Senior Members
3. Name that plane for more Junior Members
4. The Cold War
5. Model Aviation
6. Sports Aviation

The tie break round is... ah, but that would be telling!

As before, there will be cash prizes for at least the first and second placed teams, so please come along and have a go – the questions have been designed so that you don't have to be an expert to take a stab at answering, and you will often be able to either a) make a good guess, or b) work out the likely answer by a process of elimination. Having said that, there will – of course – be some tricky questions to confound the aviation experts, even though Stuart has made me tone down the difficulty of some of the questions because they were apparently "too esoteric"; I might have got the odd one past the censor, though..."

Car track latest By Tony Parrott – As many of you are already aware the much talked about additions to our track have finally happened. It's now a massive 50% longer than it was, sports two additional jumps, the podium's been raised and yet it sits on pretty much the same footprint. What's more since the track work's been completed, we've now added a new pedestrian walkway to the podium. It starts around 25 metres from the kitchen end of the hut. Guess where it ends? The old one next to the mower shed still exists at present but must no longer be used as it crosses one of the new corners. Until such time as it's permanently blocked, sometime in the next few weeks, if you're planning on using the track you must make sure the old route is closed off. How you do that is up to you. Borrow cones from the carpark, chairs from the club hut, the seats from the back of your car or use the galvanised pedestrian barrier near the shed. No matter how you block it off, *and it **must be** blocked off*, make sure you put back anything you moved/borrowed.

Obviously, this huge change didn't just happen. Many people put in many hours work. However, two people who deserve an extra special mention are Roger D and Mat. Without the loan of Roger's digger, we couldn't have started this

phase of the project, let alone finished it. Mat came up with idea of covering our reserve soil pile with Astroturf and then plonking the podium on it. Without this innovation we probably wouldn't be able to see to the far side of the track!

Meanwhile, on the subject of safety and common-sense Mat has asked me to introduce a couple of rules/reminders. Firstly, **do not cross the track while there are cars on it**. Even if those cars are on the far side or stationary (stationary cars have a habit of pulling away). If there's any doubt about whether it's safe to cross or not wait until you can attract the drivers' attention and make sure. Secondly, drivers (or anybody else for that matter) **must not** venture onto the track to retrieve their busted, rolled, stranded or in any other way incapacitated vehicles while racing/practice is in progress. Waiting until all the vehicles have either pitted or come to a complete stop is the best way to ensure you don't get run over. Even then you should check with the other drivers that it's safe to retrieve what's left of your truck.

Finally, and for number of reasons, I can longer afford the amount of time the track needs. As a result, the club, *your club*, needs to find a volunteer to pick up where I'm leaving off. Want to know what this involves? Give me a call. TP



The area before work began



The final bit of tidying up!



Finished job. The podium has been moved back and raised.

In front, a long straight and a new jump to the right.

Projects

Latest Pictures from Frank Dalby-Smith Pup project – The Pup has now completed its pre-flight inspection and maiden flight in Mat's very capable hands. I believe pre-flight inspection is very important both to the pilot and to the builder and is an opportunity to pick up on anything that the builder/constructor has possibly over looked or even forgotten to do.

As it turned out, mainly only throw and radio adjustments were needed. I had a bit of a go and it felt really good. It was a really good day!!

All the best Frank



David Orrells, project from The Ukraine –

When Mat asked me to write a few words about my latest model I realised it's not so much about the model, the construction is already a subject of an excellent article by Tony Nijhuis in the latest RCM&E. This is more about modelling in unusual circumstances.



The original from Tony Nijhuis.

As most of you know, I work in Ukraine but in the extreme East of this vast country. The bit that is controlled by people hostile to Ukraine, the bit that some people want to be aligned to Russia. They had a war about in it 2014/15 and have been at loggerheads ever since.

I'm here trying to help both sides adhere to the ceasefire agreement they both signed in 2015. It works after a fashion, most of the area is quiet but the front line is a very active war ground. Because of many factors, it's fallen into a World War 1 stalemate in the area I work. Both sides are literally entrenched, using Cold War weapons and still killing each other.

I'm based in Luhansk which is under control of the Luhansk Peoples Republic (LPR), they receive a lot of help and encouragement from Russia. Next door is the identical Donetsk Peoples Republic but for reasons unknown to me, they remain separate.

Because of the fragile peace and abundance of weapons, the Security situation is not good. As a result, we all live in 5 hotels based in the city, each hotel being under armed guard. Think more guest house when I say hotel, no pool, no room service etc. But I do get a room to myself with bathroom with 1970's era decor. The whole city is under military law and subject to a night-time curfew of 23:00



The rear courtyard, its not all bad, that's gin and tonic on the table. Alas, summer has ended now.

every night, for everyone. This still didn't stop someone blowing up a bridge over a railway the other night. I often go to sleep with the artillery rumbling away in the distance like distant thunder.

The only way into the LPR controlled area is to cross through the frontlines of the Ukrainian Army, cross no-man's land (called the grey zone here) and then through the frontline of the LPR. This is all heavily controlled and can only be done in a 5 ton armoured car. Both sides are told we're crossing and both promise to stop shooting while we do, it normally works. But we often have to use another route due to the road being littered with last nights' unexploded ordnance. Consequently, I'm allowed one suitcase when I enter or leave.

So, modelling up until now has been confined to a few plastic models that have been bought in via the suitcase. There is one very small plastic kit shop here where I can buy some supplies, this is a very poor area, model kits cost the average of a week's salary. So, I've modelled the weapons that I see all around me, T-64 and

T-72 tanks, BMP 1 and 2's, BMP 70 / 80's and MT-LB's. I make these on the small table I have in my room.



T-64, 2S1 and a BMP 1, typical weapons over here.

So, when Tony Nijhuis bought out his latest range of quick and simple ducted fan jets, I knew that these would fit in my suitcase, both in and out. I could build most of the model, not complete it and still get it home in my case for final fettling at home. By leaving the wings off, it will fit in my case.

So, I ordered the fan units from Banggood whilst here and they arrived home before I did. I bought the entire short kit, wood pack, plastic canopy and bits at the Nationals at the end of August for £59.

I bought various tools back here with me but like everything, wished I'd bought



My small box of tools

more.

So, I glue a bit and leave it to set most nights. By not bringing enough clamps it slowed the process down a bit, I should have bought two clamps of each size.



Servo, snakes and thrust tube, the fan is underneath.

When it came to planing and sanding the rough shape down, I held it over the bath to catch all the bits. I could then sweep all the mess up easier, the dust being washed down the plug hole.

I bought servos over here with me so I can at least build their mounts. I deliberately didn't bring covering film though. I've also installed the fan and thrust tube, together with the elevator servo snakes.



The fuselage just starting to be shaped and sanded.

I hope to bring the plane home in the following condition. The fuselage complete and sanded ready for film covering. The tailplane and vertical stabiliser won't be attached in, they would be begging to be damaged in the suit case. The wings are sheet balsa and I've planed and sanded the necessary contours, these will be kept separated and the ailerons not yet cut out.

So, upon my return the wings will need joining, the ailerons cutting out and then everything will need covering. So, I reckon I will have done 60-70% of the work. Plus, the main purpose, giving me something to do will have been achieved. I hope to complete and fly the model in November, no doubt I'll have bought a Lightning from Tony Nijhuis to build between then and Christmas.

The model takes a 2200-2800 sized Lipo, I've got the smaller size but none of the 2800 size.

Events

Date	Event	Location	Description
Thursday 10 th October	Club meeting	Uxbridge Golf Club	Quiz night
Thursday 14 th November	Club meeting	Uxbridge Golf Club	Guest speaker
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