

WLMAC Newsletter August 2020

Editor – Felix Scicluna



Our new “Field Marshall”, Tony Bloomfield gets his teeth into mowing the field with a big grin from start to finish.

Parish Notices

Up and coming club nights etc. – All cancelled until further notice.

Our new “Field Marshall”, Tony Bloomfield - Tony has now cut the lawn for the second time and is making a very good job of it. Tony wants flying to stop whilst the main field is being cut and although club rules do not require any notice before cutting, where possible Tony will send a WhatsApp message the day before cutting. Tony aims to start cutting by 08:00am and finish by 11:00am on the day. If you are not on the club’s WhatsApp group just ask me (Felix) and I’ll add you, please make sure you are already registered to use WhatsApp first.

BMFA Exemption period for CAA operator ID- At the time of print of last month's Newsletter when the exemption was due to end on the 30th July, the change has been postponed until the end of the year. Mathew sent out the latest instructions with the Newsletter to all members. Copies of the new rules are available on the BMFA "law guidance" website here <https://rcc.bmfa.uk/exemptions>

Work party called Saturday 11th July – Chairman Mat called a small work party to clear some trees that Jeff Creak had kindly cut down for us and also to move rocks and bricks to clear the path for the outfield topping. Fortunately, for the work party, Mat had organized a bulldozer to do all the hard work for us. The tractor moved all the vegetation and it was just a matter loading up the tractor with the rubble. The outfield has since been topped. The edges of our access road were also scraped clean.



Party hard at work



Mission accomplished.

Training volunteers needed – Prior to the Covid lockdown, we had a number of trainees that were coming on well but now find themselves having to start again. This, in conjunction with a healthy and growing list of prospective new members, some of which will also require training, means an increase of pressure on our training manager Mike Marman. So, with the easing of the lockdown, the club now needs a couple of volunteers to assist with the training. If you are available to help and willing it will be very much appreciated, no previous experience or equipment is necessary and it's a great excuse to get to the field (as if you need one?) and will definitely sharpen up your skills. The regular training times are Saturday mornings

between 09:30am and 2:00pm and Wednesdays after work (until the clocks change). If you can help please contact Mike or Mat.

Current trainees - For anyone that is still training, you can definitely help as well, by making every effort to ensure you arrive on time with all of the equipment necessary and with a serviceable model that is actually ready to fly etc. The training sessions are not meant to be spent doing general maintenance, repairs and other things that could be and should be done at home. Do your part, prepare properly and help ensure the training sessions are for the basic pre-flight checks and actual flight training. Priority will be given to trainees that do. Please bear in mind that the trainers are giving up their own flying time to help you, on a voluntary basis. Don't waste any opportunity to take advantage of this facility.

Filming at Stockers – Filming will be commencing in September at Stockers, a 2 year series is proposed to be filmed and will lead to financial gain for our club. The committee met with the film company on 31st July and we negotiated payment from 7th September for 3 months, filming will then stop for the winter period. The usual arrangement was agreed where they will have a member of their team on our field who will advise us when we need to stop flying, keeping our no flying time to an absolute minimum. Mathew will be sending out a bulletin covering our agreement.

Pickeridge Farm update - Suez are still very keen for us to take on Pickeridge farm, as a second site. Mathew has written to the South Bucks Planners, who have responded. Following this, we took advice from the BMFA and the High Wycombe Club (who have just obtained planning permission for their new site, also in Bucks), and have just submitted another plan of our proposals and hopefully we will soon be in the position where we can instigate the actual planning permission. I (Felix) have written to our MP for support as living in the borough, we thought it could help our cause. Suez have also started preparing the site for us including segregation fencing/ gates etc. We are now in discussions with Suez regarding a temporary lease which would allow us to start using the new site as soon as we have actually applied

for planning. This initial use would be on the basis of 28 days/ year which doesn't need any planning permission.

Richard Saunders Top-Flite Mustang build- Here's an end-of-term report on my seemingly never-ending Top-Flite Mustang build.

She's now fully sprayed up and adorned with decals courtesy of Callie Graphics, and a fresh-faced Chuck is ensconced in his office. But all that lock-down decorating weight has really piled on to her and I'm sure she's going to need all the help she can get to commit aviation.

Accordingly, the near-invisibly cowled OS91fs has been pre-emptively booted out in favour of a pumped OS120. Which, as you can see, sticks out of her pert nose like the dog's proverbials.

I've also ripped out the HK gear sequencer and door actuators - which had already given up the ghost - in favour of servo-driven doors. So now the whole landing gear set-up is controlled by the sequencer which I've only just discovered had been built into my Spektrum TX all along (cue weeping emoji 😭). The result? The gear works nearly every time now. Almost.

So it's just about all over bar the fuel-proofing (hey - it's only extra weight). But then, that tail wheel really needs sorting out. And maybe a teensy-weensy bit of weathering?

Don't hold your breath, guys. Happy landings,

Richard





Looking great Richard, we are keen to be there on your maiden!

David Orrells Stuka – David came along on Sunday 19th July to photograph the 4 Dual Ace's in flight and brought along his WW2 Stuka from Blackhorse powered by a Saito 125. Dave put on a small display of his own and the model looked impressively scale-like in the air. Unfortunately, the Saito engine cut on take-off on the following flight which destroyed it.



Projects

Dual Ace Project – The big day arrived, the weather was a little iffy with rain forecast for the morning, it was a little drizzly to start off but it cleared up and we decided to go for it. I (Felix) had problems with my left engine, having replaced the noisy bearings and the glow plug, it still kept cutting out. With another new glow plug and a bit of help with tuning from Mat it was all go. As there were 3 committee members and the “Field Marshall” involved an executive decision was made to permit 4 pilots on the flight line and 4 IC planes in the air at once for this special event. Our first attempt we managed to get a couple in the air and the other two had problems. Second attempt all 8 engines were running smoothly and away we went. The sound of 8 engines running and flying together was rather amazing. A great effort by “The Most Squadron” who will hopefully do it again and thanks to David Orrells for taking the pictures. A big thanks to Tony for spraying 4 different coloured pairs of propellers



Pictures taken before the team flight, luckily for us, they looked just a good after the flight



Mike Marman's Bondaero Caelus – Thanks to Mike for sending in pictures of his successful maiden of his new Caelus with help from TP.



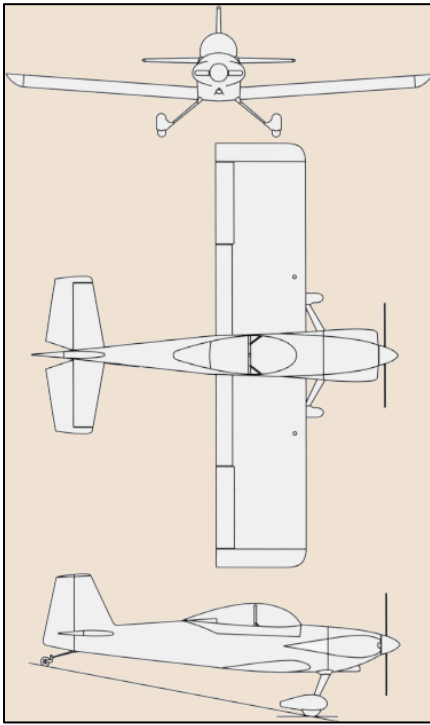
Tony Bloomfields Tomboy - So let's talk about this little gem. It started out as a 36" free flight Tomboy but never got flown as a free flight model, after two years I decided to put some radio in to it with rudder and elevator controls. I always had an Irvine .75 diesel, copy of a Mills, which was destined for the Tomboy. The modification was completed a year ago and I got to fly it at last on Wednesday 15th.



Andy Blackburn RV-4 build completed – Having covered the build last year, Andy maidenied it on a bright calm sunny Sunday.

Vans Aircraft RV-4 – Andy Blackburn

I originally designed (November 2018) this RV-4 for a .20 two-stroke and then changed my mind about the desirability of IC part-way through the build when I realised that, because of the way I'd mounted the motor, almost a complete cowl cheek would be displaced by the silencer and it would all look a bit wrong. So it was chucked in the corner for a while until I managed to summon up the enthusiasm to re-design the fuselage and make a new one.



I managed to get my act together to re-do the fuselage with an electric power train in time for this year's WLMAC projects evening in February, and it was only after assembling the thing for the first time that I realised that something wasn't quite right. After consulting with a number of innocent bystanders ("Here, look at this picture. Now look at this – what looks wrong?"), the consensus was that it was sitting a bit too tall on its wheels.

Now, obviously, I'd used a factory 3-view (reproduced hereabouts for reference) but these can often be a bit suspect, which is what has obviously happened here. Not only did the front and side views not match, neither of them matched almost every RV-4 picture that I'd found and the details (carb intake, spat shape, etc.) didn't always match either. Oh, dearie

me...

After what can only be described as a lot of fannying about (can I say that?) including having to bend three different sets of undercarriage legs, I've got something that looks OK.

[Weights and Measures](#)

The original weight guesstimate of about 3 1/2 lb (56 oz) was based on an 1190 kv 4-Max motor turning a relatively small (10" x 5") prop (to get air going through the prop disc at a decent speed so that the model would fly relatively fast) and would burn about 345 Watts (~100 Watts/lb), so the common 3s2200 LiPo would probably be OK and should allow for an adequate flight time

The sizing was based on what I thought would be a nice wing-loading of about 18 oz/sq ft, but after a bit of work with the calculator it transpired that this implied something that spanned nearly 46" and had a fuselage length of over 40". I thought about that for a while and eventually decided that the finished weight was likely to be closer to 4 lb, so reluctantly did the sums for a wing loading of 20 oz/sq ft; at this size, 3 1/2 lb looked achievable for a span of 43", so the decision made itself. I did go through a phase of weight saving, including the use of lightweight foam wheels and popping off the wingtips to hollow them out with a dremel, and the final weight (including about 3 metres of white Oracover and a metre of black stick-on film) turned out to be only 3/4 oz over the target weight.

The thing is though that it's got quite a long nose, so I've had to ram everything towards the back of the radio bay in order to get the c.g. into a respectable position. This is my first R/C power model that has come out a little nose-heavy!

Flying

The first flight was on Sunday 12th July, Pete Heywood very kindly shot hundreds of pictures and a few of them are reproduced here.

It's turned out to be an interesting and surprising model; it's nice to fly and it needs the same ~2:1 aileron differential that the full-size uses to get it to turn nicely, and it seems to groove into stable turns very easily – it's quite rewarding to just tool around at part-throttle doing figure-eights, admiring the view. I'm still exploring the potential for aerobatics but the stall is nothing more than a minor nodding event and I've yet to get it to spin without helping it on its way with aileron. The other remarkable feature is that it's very slippery, much more than expected; full power produces a quite decent turn of speed, and power usually needs to be pulled right back at the start of the base leg and left there. Overall, it's a lot of fun and looks really rather nice with that colour scheme.

Pictures taken by Pete Heywood



Remembering good times- Tony Taylor kindly sent in some pictures from his files of members past and present, which will bring back memories for some of us.



Events are all cancelled, details left on in case the restrictions are lifted

Date	Event	Location	Description
Wednesday 12 th August	Club Meeting	Harefield	BBQ at the field
Wednesday 9 th September	Club Meeting	Harefield	BBQ at the field
Thursday 8 th October	Club Meeting	Uxbridge Golf Club	Guest speaker
Thursday 12 th November	Club Meeting	Uxbridge Golf Club	Possible quiz night
Thursday 10 th December	AGM	Uxbridge Golf Club	Membership renewals
Thursday 10 th December	Christmas Meal	Uxbridge Golf Club	Partners are welcome but are required to pay full price of meal