

WLMAC Newsletter October 2020

Editor – Felix Scicluna



80th anniversary fly pass to commemorate the battle of Britain.

Parish Notices

Up and coming club nights at the golf club. – All unfortunately cancelled until further notice. However, this month Mat and Stuart arranged a Zoom meeting club-night, we managed 10 members and the feedback was positive, let's hope we have a better turnout on the next one. NB If anyone had trouble joining the meeting please contact either Mathew or Stuart.

Covid 19 infections back on the increase – Following new restrictions released by the government and with Chairman Mathew on holiday, our committee discussed how we will introduce the changes and Stuart wrote and distributed a letter to the members. This has since been updated and again distributed to the membership via email. It has also all been put on our website (click on the Logo and its one of the options). This will be updated as things change. **PLEASE CAREFULLY READ THE PROTOCOLS.**

Road Closure sat Denham – For those of us that travel to Harefield through Denham. Please note for 2 weekends the A412 Denham Way starting 30/10/20 21:00 to 02/11/20 05:00 and 06/11/20 21:00 to 09/11/20 05:00 will be closed



British Model Flying Association Model Aircraft & Drone Flying Survey 2020 – By now you should have all received an email request to participate in a survey. The BMFA has 30,000 members and 800 clubs. The BMFA have sent us all this survey in order for them to understand their membership. To encourage us all to fill out the survey they are offering £3,000 of model flying vouchers! 16 prizes are up for grabs in the form of vouchers that can be redeemed at over 30 leading model retailers from within the BMFA's 64 page members' magazine. So far they have had 13% of the membership respond but would like as many people, the survey takes a little longer than 10 minutes to complete, it look me a little longer. **We want as many of our members to fill out the survey, so please all, get on line and who knows, you may win.**

URL for the survey is <https://surveys.bmfa.uk/2020survey>

Overflying over Stockers farm –There have been at least 4 calls from Richard Orr, at Stockers farm, mentioning that he has noticed members have been flying over the boundary. This is an absolute no no and especially at this time where the adjacent field is being used by the TV Company. We should all be extra careful. MAKE SURE YOU KNOW WHERE THE BORDERS ARE, GIVE YOURSELF A BUFFER ZONE, AND ABOVE ALL **DO NOT** FLY YOUR PLANE IF YOU ARE NOT CONFIDENT IN BEING ABLE TO KEEP YOUR MODEL WITHIN THE BOUNDARIES.

Renewals/ AGM – The BMFA are soon to host a webinar meeting, to discuss renewals details. Mat is going to attend and will report back in due course. We are assuming the AGM will be along the lines of a Zoom meeting on the 10th December, details to be advised.

Safety Bulletins – Due to recent incidents at the field it has been decided by the committee that in future safety bulletins will be emailed to members as and if incidents happen or if possible improvements to safety are foreseen. These bulletins can then be updated, indexed, collated and reissued as and when required. This will also be useful for any new members, as they can be issued to them as a set.

Pickeridge Farm update – Pre-planning permission has been paid for and now in the hands of the council. The lease has been signed and we will be able to fly on the 28 day rule taking Covid restrictions and weather into consideration and until planning permission is obtained. We will have to have “booked” days and details of this will be advised in due course.

Mowing the field – With his engine tuning talents Tony Bloomfield has shown us all that one of his other talents is looking after our field. We have had a number of complements from various members. Thanks very much Tony.

Engine tuning tips, by Tony Bloomfield – Tony’s second chat about IC engines, last month, Tony talked about glow plugs and the importance of having a good plug. This month Tony was asked to explain the importance of having well plumbed fuel tank.

We have our engines sorted and we need to provide them with the fuel to run consistently. There are a few methods in obtaining a good tank set up, people have their own methods of doing this, and here is my two pence worth.

My ideal tank is a two-tube tank, but is only possible if the carb nipple is accessible for filling the tank. If a two-tube set up is still desired and carb nipple is not accessible, aids are available but it’s a can of worms, I will leave that for another time.

Three tube set up is the most popular as seen in picture below, it can be seen the

two vent pipes should have fuel tubing at the ends to make it easier to get their lengths right, the bottom one is to fill and drain and the top is just a vent. The two-line tank just omits the bottom fill/drain line

So now we have the tank built, oil the bung so it goes in easier and seals, once the bung is in and tight, submerge the tank in water and blow air into it, put it under pressure to check for leaks. If there are no leaks, fit the tank. Fitting the tank is easy, try to soft mount it by using foam all around it to stop the fuel frothing from vibration and try to fit it in line with the needle valve assembly.

Tip 1. if the tank is lower than needed tune your engine with only a quarter of a tank of fuel it may be slightly rich when full but won't go lean at the end.

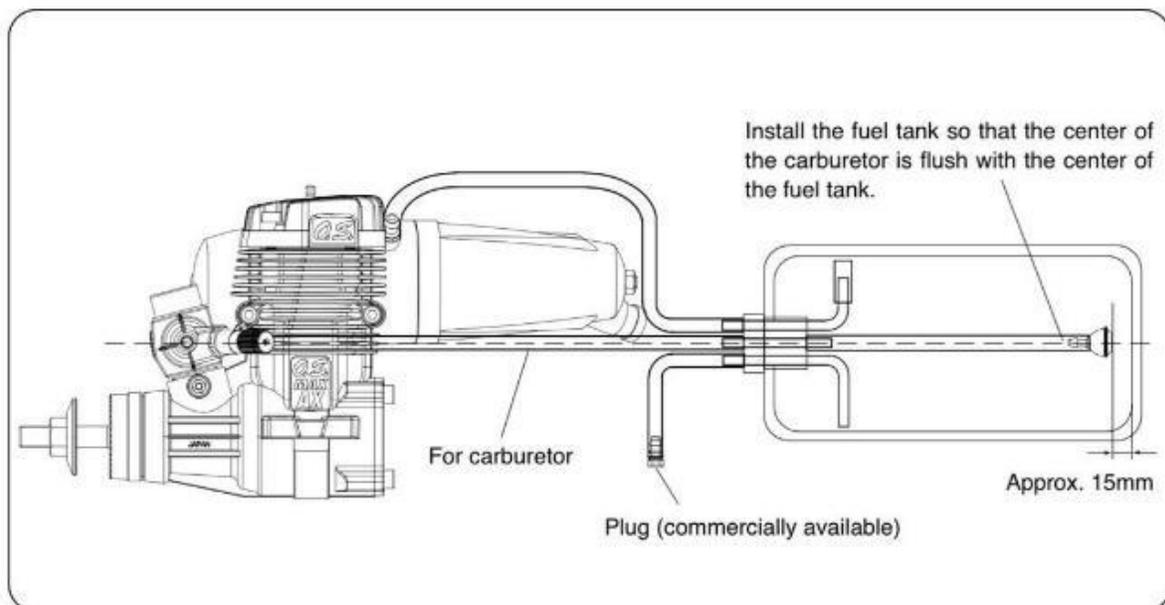
Tip 2. When buying a second-hand model, always re plumb the tank.

Tip 3. Oversized tanks. If you consistently find that you are landing with half a tank of fuel remaining. As the model is balanced with an empty fuel tank, it will be unnecessarily nose heavy on landing, fit a smaller tank.

Tanks for pumped engines are the same it's the engine that uses pumps in different ways!

That's it for now, there is a lot more that can be explained about tanks, if you have a question please ask me at the field.

Pay attention to tank height

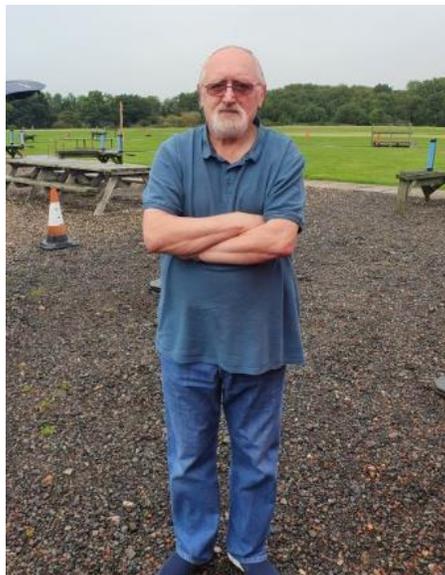


Meanwhile at the field - Two brothers met up and Colin Martin couldn't resist to take a pic. Thanks Colin



Mike Pugh little Piper Cub next to Colin's big brother at the field on Monday 21st September, a very calm sunny day.

New Members – This month we have 5 new members, 3 of whom have kindly written a caption about themselves.



James Patterson – Arising Star with OS 2st. In the training programme.

Welcome to our club James, we hope you enjoy your return to our hobby.

Hi my name is James Patterson, I started building and flying at the age of 16. My first kit built was a fly by wire which nearly took my finger off. NEVER mess with props it hurts, Anyway less of my life story or this will end up being a book. I started again in 1983 and joined Blackpool flying club which lasted 5 year's due to work commitments. So after more than 30 years and now retired I have all the time in the world to start building and flying again with West London Flying Club. Amen.



New member Kevin Lambi

A big welcome to Kevin, who brings in skill to our club which could help many of us in future. Kevin has put together a presentation of his skills, see below. Thanks Kevin!



Hi Everyone,

My name's Kevin and I am one of the latest members to join WLMAC. I have been into the RC hobby for years. I started with RC Electric cars and adopted brushless motor technology when it first came out. I still have 1/10 and 1/16 scale cars and look forward to utilising the track when possible. With RC flight my current discipline is Multi-rotors (Drones, Quadcopters) and I have been flying them for just under 2 years. I fly a range of multi-rotors, both Line of sight and First Person View (FPV) when I have an able spotter to spot for me. I have a A Certificate in multi-rotors and actively seeking my B Certificate with an ultimate goal in becoming a BMFA Qualified Instructor in multi-rotors. Once I have completed my B Cert, I will start working to the fixed wing discipline as I have purchased a couple of foam delta wings and I think they look cool to fly. I have heard they are difficult but I do like a challenge. I'm also interested in EDF models and have seen a couple already at the field and were quite impressed but I don't want to get ahead of myself just yet. Additionally, I have to run things by the Mrs which is why I went for Multi-rotors as I can sneak them by quiet easily.

If you spot me down the heli-patch drop by and say hello and if you are interested, you are more than welcome to have a go.

Take it easy!

Also, a big welcome to Andy Knight, who has kindly sent in a picture and a few words about himself, we look forward to meeting you at the patch.



I'm 57, married to Fenn, and living in an empty nest since our Son and his Sister moved out.

This leaves us more bedrooms for hobbies, so drumming, fly fishing, and now Model Aircraft, are expanding into the space!

I'm a software developer/data engineer, working for SAS in Marlow, but from home for over a year now...

I'm a Consultant in Professional Services, so I work in all business sectors from Banking, Pharmaceuticals, Insurance, Government etc Consulting has been moving towards home working for a long time, and recent events have pretty much locked that in as the "new normal"

I look forward to meeting you all, and asking you all those dumb questions newbies tend to ask :)

Best regards, Andy Knight

Projects

Pete ledger Dual Ace- Last month we had a picture of Pete holding the boxed kit, Pete has been busy. It is now ready to fly with the other 4. Pete has even managed to fit lights.



Wing lights



All wired up

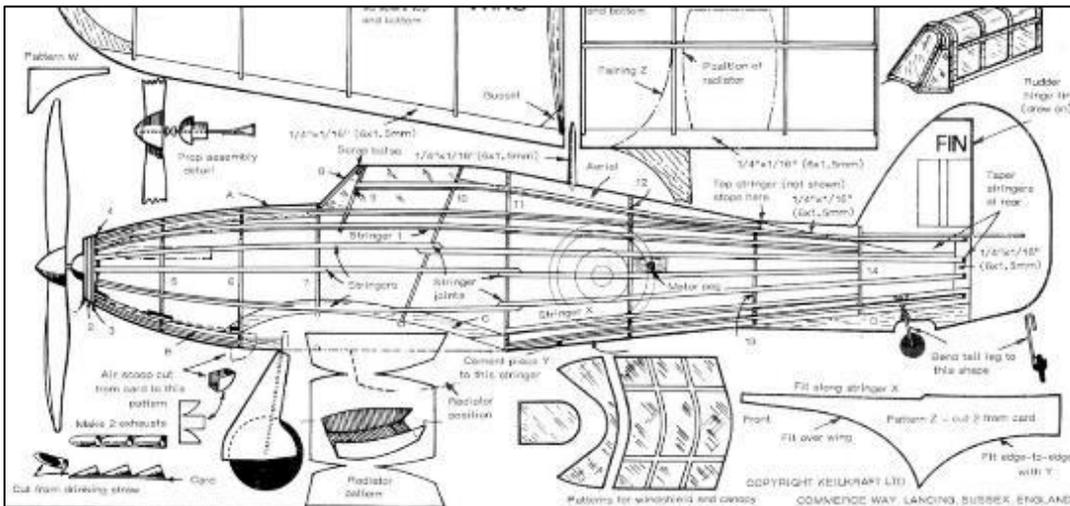


A Ramble Through Free Flight Scale – Andy Blackburn -

As most people will by now be aware, we're allowed to fly rubber or CO2 powered models at the patch, subject to the sort of restrictions that are applied to helicopters and balloons dirigibles. We're not talking about high-powered Wakefields (FAI class F1B) or Coupe d'Hiver duration models, wing span at WLMAC is limited to about 27 1/2 inches and the maximum weight is just over 5 ounces so it's strictly small stuff; there is a rumour that The Chairman might have an old Sterling kit (remember those?) of a 24" span Nieuport 17 *with operating Le Prier rockets*...

Keil Kraft & Veron

In my youth (we're talking the late 1960s and the 1970s) we used to build a lot of Keil Kraft Flying Scale series, most of which were designed by Albert E Hatfull; I used to average a new model every 2 or 3 weeks, then I'd spend a few weeks extracting the maximum possible flight performance from it (which wasn't much, TBH – see below). By then I'd usually managed to scrape together another 10 shillings and sixpence so I'd go and buy another Keil Kraft kit and build that for another few weeks (for some reason, the local model shop didn't stock the competing "Veron" flying scale series, and getting hold of imported U.S. kits in the early 1970s was completely out of the question).



Plan fragment of a Keil Kraft Hurricane - this is the later (late 1970s/early 1980s?) plan that came in a multi-coloured kit box, because the address is Commerce Way, Lancing, Sussex (after Keil Kraft was taken over by Amerang) rather than the original address of E. Keil & Company Limited, Wickford, Essex.

The thing about the Keil Kraft kits was that although they were easy to build, they were *heavy*; there was a lot of wood in them and the wood selection was... well, as far as I can tell, there was no selection involved because the printwood was very heavy and the stripwood was usually the heaviest possible grade! To this day I can vividly remember what felt like an entire Saturday cutting out the parts for a Keil Kraft Messerschmitt 109F using half an old-fashioned

razor blade, and the wood was so hard it was like cutting 1/16" ply. Keil Kraft kit models usually ended up weighing about 2 oz which is really a bit too much.

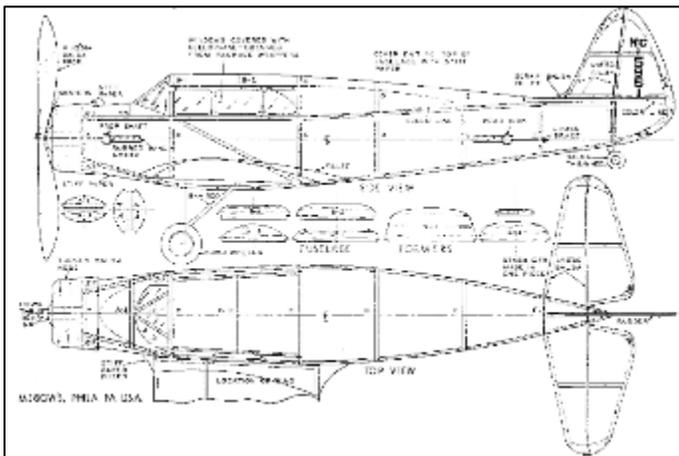
Needless to say, the 109 wasn't one of my better efforts; I don't suppose the flight (non) performance was helped by the fact that the dihedral on the plan was 3/4" (19 mm) a side, but the scale dihedral was in fact about 1 1/8" (28 mm in today's money)! Amongst the other problems were that the wheels supplied were plastic and very heavy, and the propeller was a silly little 5" item that had so little pitch that it ran down in a very few seconds. Eric Coates had a column in *Aeromodeller* and in the mid-1970s popularised the use of a slightly cut-down 6" propeller that came with the Tern kits, and flight performance improved as soon as we started using them (IGRA 6" props are an updated copy of the Tern props).

I did have a few successes with some of the Keil Kraft series; an Auster Arrow worked OK with a hand-carved balsa prop (*carved it myself – at one stage I had scars on every finger of my left hand from where the modelling knife slipped during the carving process – claret everywhere, it could never happen today, could it? I mean, the only time you're going to give a 15-year old a sharp knife these days is if he's already menacing you with a gun, otherwise the health and safety lobby will come down on you like a ton of bricks... ☺*).

I also built a Piper Super Cruiser with a Peck 4 3/4" prop that was pretty good (must have been late 1970s) and I have a vague memory of a Veron Grumman Wildcat flying quite well apart from the power/glide transition, which was probably because the designer (Phil Smith) hadn't specified any wing incidence. The KK Hurricane could be made to fly well although the nose was unaccountably shorter than scale (why!?!), so it was operating at a disadvantage. I built a Currie Wot peanut scale biplane from an Andrew Moorhouse kit that was the best of lot; nice kit, tiny writing on the plan but very nice to build. All the Andrew Moorhouse kits seemed to fly well. The other kits that deserve a mention are from Tern, all about 17" span, a bit approximate in some cases but beautifully designed and have excellent performance; I think the plans are all [available from Outerzone](#).

Dime Scale

The kits that we couldn't get hold of in the early 1970s (because there was no UK importer for U.S. kits) were produced by the likes of Comet, the construction varied from very heavy to extremely light; these latter designs were usually older designs of 16" span or less and are now known as "Dime Scale" kits, because they originated in 1930s U.S.A. to feed the craving of America's aviation-obsessed youth. Times were hard and since each kit sold for only 10 cents (hence "Dime Scale"), manufacturers (such as Comet, Megow's Models in the U.S. and Aer-O-Kits in the U.K.) couldn't afford to put much balsa in the box.



Fragment of a typical mid-1930s rubber-powered kit plan (Fairchild 45) - structure is simple, sparse and light.

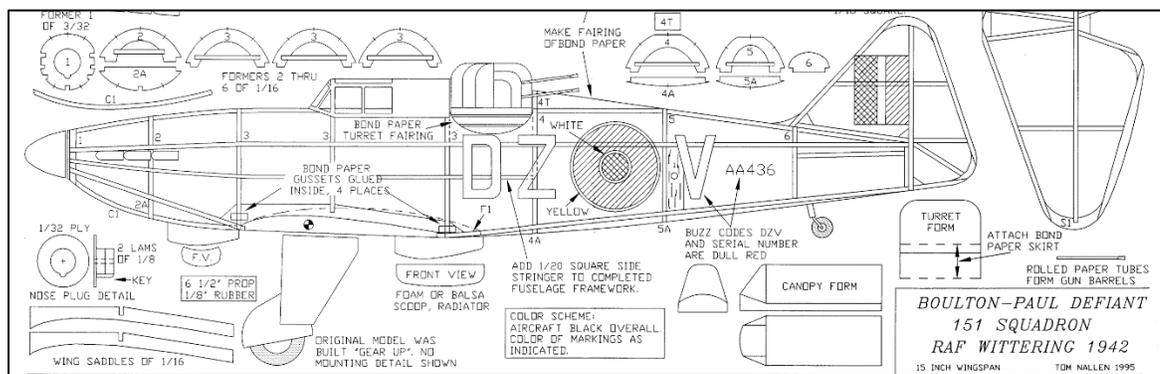
Of course, this meant that structure was simple and therefore light, so the models usually flew well. Some of them didn't look very much like the aircraft they were supposed to portray, but it's only a dime and the builder could build another one in a couple of weeks' time!

There are some "Dime Scale" rules published by the Flying Aces club which include clauses for drawing up your own Dime Scale plan (Pseudo Dime Scale) – there are some twee rules about the entire plan and parts having to fit onto one

side of 11" x 17" + one side of 8.5" x 11" paper but the essence of the thing is that it should be *simple* – no really small wood sizes, no laminated outlines; as a kit manufacturer, you wanted the buyer to spend all his (and it was almost exclusively "his" in those days) pocket money on *your* kits, not on your competitor's kits - if yours were too difficult to build, you'd lose business.

Fast-forwarding to the 21st Century

Anyway, the group that I fly indoor free-flight with are having a Battle of Britain duration event at some point (open to any aircraft type that fought in the battle) and it would obviously be a good idea to build something that could be used both indoors and outdoors; this *can* be accomplished with an indoor model just by changing the rubber motor (outdoors isn't limited to a 22 foot ceiling, so you can go for a high climb), but the real limiting factor is size; to get something to circle inside a standard school gym you really need a light (=slow-flying) model with a wingspan of about 20" or less – anything bigger tends to have trouble, and the optimum wingspan for committing indoor aviation with a scale model appears to be about 16-17" ...



Tom Nallen's Dime Scale Defiant plan from FAC news #169, available as a downloadable PDF from the Flying Aces website

So I'm contemplating a Dime Scale Boulton Paul Defiant; they weren't much good as day fighters but because they had to cart around a power-operated gun turret with four Brownings and a gunner, all of which was aft of the c.g., they have a remarkably long nose to make things balance which, of course, is of great benefit when considering a rubber-powered model. I've found a plan (from 1995) in a back issue of Flying Aces Club News, but will probably end up modifying it to make it rather more scale. Unless someone actually writes in and complains, I'll let the editor have some build photos in due course.

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

Date	Event	Location	Description
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