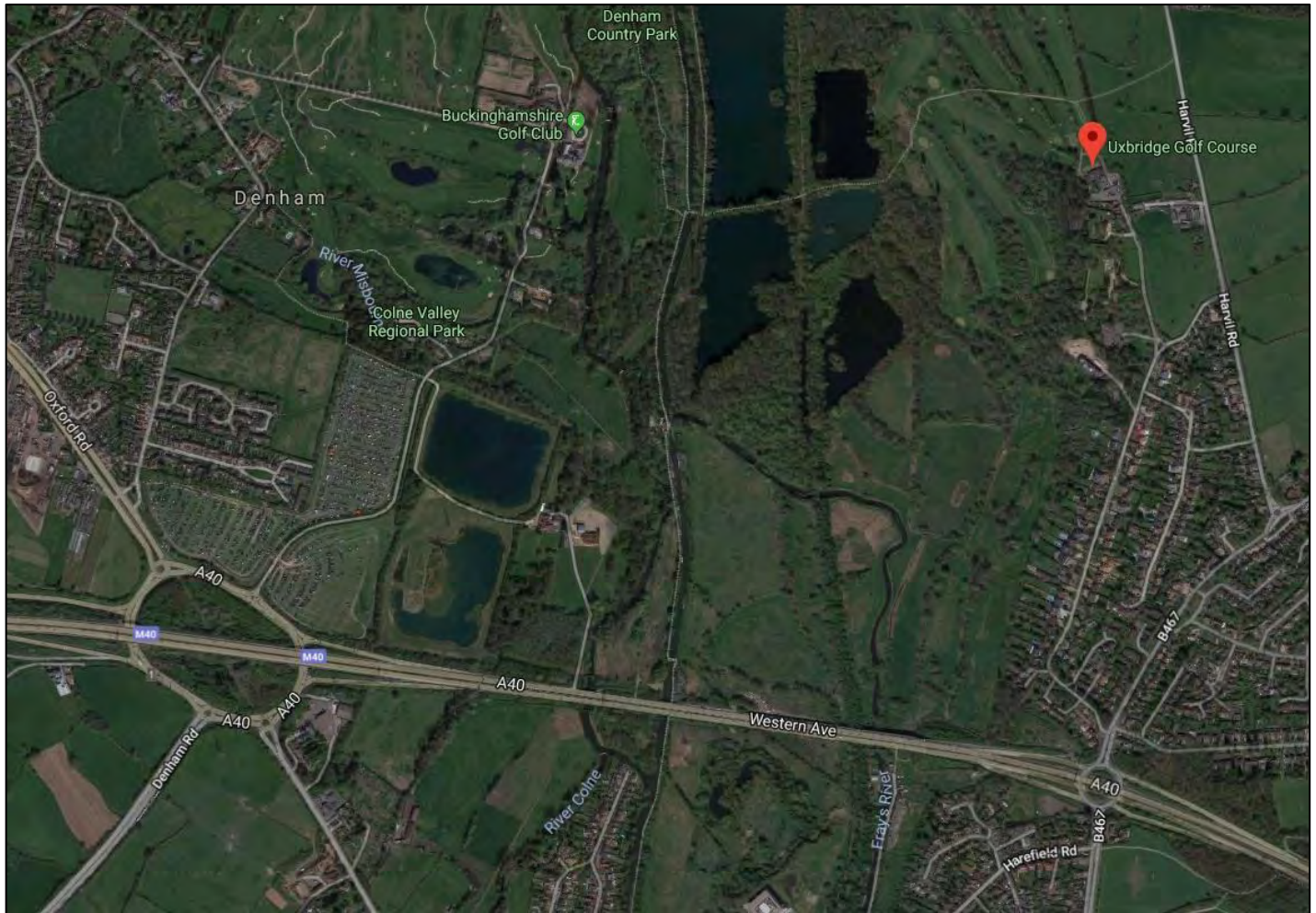


# WLMAC Newsletter February 2018

Editor – Andy Blackburn



*WLMAC has a new venue for club meetings – it's Uxbridge Golf Club, as shown on the map. Expert and/or long-standing WLMAC members might care to note that the Chairman's house is just visible, quite close to the venue....*

## Parish Notices

### *New Members*

Brett Wheatley and Ashley Motler have just joined WLMAC, say hi if you see them at the patch or car track.

### *New Venue for Club Nights*

**Very Important** - club nights are moving to a new venue: [Uxbridge Golf Club](#) - it's at the end of "The Drive", a private road off Harvil Road. To get to Uxbridge Golf Club, come off the A40 at the Ickenham turning (the B467, Swakeleys Roundabout) heading north towards Ickenham and then almost immediately turn left onto The Drive. Go right down to the end, following signs to Uxbridge Golf Club (generally speaking, keep left).



*This is the new WLMAC meeting room at Uxbridge Golf Club*

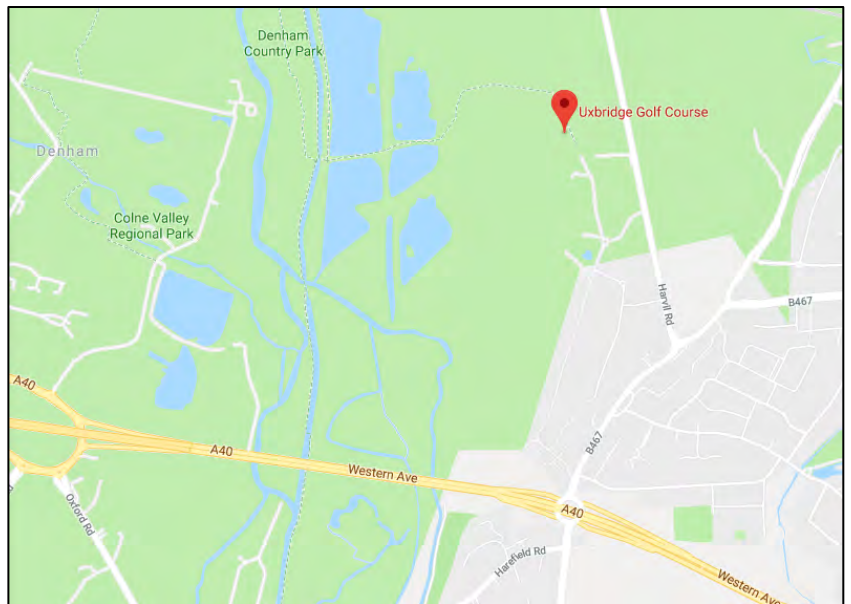


*The car park looking back towards the M40. The club house is on the right.*

There's plenty of parking, just go into the clubhouse (the door is at the other side of the clubhouse from the car park) to the bar and they will direct you to the meeting room. Meetings will start at 8pm as usual.

The address of Uxbridge Golf Club is:

**Uxbridge Golf Course  
The Drive  
Uxbridge  
Middlesex  
UB10 8AQ**



The next club night is Thursday 8<sup>th</sup> February and is the Winter Projects/Bring and Buy evening, so please bring along anything you want to off-load for not very much (anyone want a perfectly good Schulze 6-330d charger? Yours for a tenner. Or how about a Thunder Power TP-1010C charger with a 1-5 cell balancer and a separate 1-10 cell balancer? Twenty quid OVNO. I don't use either of them at the moment). And obviously, please bring anything you're building (or have built) over the winter so that we can all have a good look.

## *Topsoil from Roger Darvell*



Roger Darvell has donated a load of decent topsoil to the club (tipped on our stockpile) – for rabbit hole filling and improvements to the car track. Big thanks to Roger, much appreciated.

### *Knotweed Treatment*

Be aware that Suez are going to start treating the Knotweed at the perimeter of the site, sometime from the spring onwards, using specialist contractors. Take the usual precautions and don't get downwind of whatever noxious concoction they're spraying.

### *Fun Day 2018*

Fun Day for 2018 is Sunday 1<sup>st</sup> July, which includes the usual BBQ, flying, scale event(s), eating and drinking and so on. There'll be more details about this in future newsletters but a great time was had by all last year and it would be really great if you could dust off something to fly (preferably scale, but it doesn't have to be) and bring it along.

# On the Workbench

## *The Chairman's P-51 Mustang – Mat Dawson*



*Front 3/4 view of the bare-wood airframe*



*Underside showing retracts and flaps*

My P-51 Mustang is built from the Tony Nijhuis plan using the SLEC wood pack. I started building this with my son Tom but he got bored, so I finished it off.

It's a really enjoyable build of the razorback version (P-51 B/C), it was fairly simple to put together and can be either electric or IC. I had a very old Laser 100 which fitted nicely once I moved the firewall back a bit and hollowed out the lower blocks to get the tank on the centre line of the carb.

I did completely fill a Henry Hoover bag with shavings, but it's nice and curvy now! Installing the retractable tail wheel took a bit of figuring out but apart from this it went together as per the plans; the CNC parts and vac mouldings were excellent.

Since the pictures were taken it's been covered with Silver Solarfilm and once it warms up a bit it will be painted with 2 pack epoxy paint, in RAF colours. I was lucky enough to fly Roger Freeborn's example recently, which flew great, so I'm looking forward to completing mine and getting it in the air.

## *Topflite Gold Edition P-51D – Chuck Saunders*

I'm not sure if the attached pix will be of any use in answer to your oft-repeated cri de coeur: "What's On Yer Board?"

The world is awash with Mustangs - not to mention the club. So I wonder how much interest - if, indeed, any - yet another one would generate. Still, if it helps pad out the next newsletter...

I'm building this particular Top Flite Gold Edition kit strictly in accordance with the instruction book: empennage first, wing next, and I've just embarked on the fuz. As with any kit as well-engineered as this and with such foolproof(ish) instructions, the big stuff practically falls

together in your hands - all very satisfying. It's when you start going off-piste and shoehorning in EFlite retracts and sequential landing gear doors that the fun really begins...



I built a test rig for the retracts so I could work out the angle of dangle for the bearers etc. before I even popped out the first immaculately die-cut wing rib. Nevertheless there's still been a fair bit of balsa-butchery involved, and I'm sure that in the process the retracts have already been cycled up and down far more times than they'll ever see in combat.



At the moment I'm holding out for the u/c leg fairings to fold down in parallel with the oleos in proper scale manner, but it's involving a helluva lot of trial and error... (Yeah, yeah. I know. The kind of grief you don't get with an FMS foamy) so I might just end up chickening out and bolting them to the legs. Ensuring the main doors are a snug fit is equally a pain. The little servos I've tried so far are all a bit vague so I've ordered some Turnigy door actuators from HobbyKing in the hope that they're more positive in holding the doors shut. At which stage the dread begins: what if one of them refuses to play and locks the door firmly shut while the u/c leg is trying to go up or down? Oh the horror... the horror...

Anyway, I'm not sheeting the top of the wing until the whole kit and caboodle is working relatively painlessly (don't hold your breath.) So I've parked the wing for now and moved on to the fuselage... and the retractable tailwheel.

Ah, right, the tailwheel. Having chatted briefly with Chairman Mat about this, taking the Nijhuis route and sticking in an EFlite nose retract certainly seems easiest. Which begs the question: OK, but which particular four-stroke lump are you going to stick in the nose to balance it? I've got an absolutely unused OS91 Surpass that's been devaluing for some 25 years that's raring to go in there.

### *More indoor stuff – Andy Blackburn*

My Kit Scale entry for the indoor scale nationals in April was going to be a Sopwith Camel or Triplane from the VMC kit, but it suddenly occurred to me that I hadn't seen anyone with an equivalent free flight German aeroplane from the Great War; I suppose the fact of the matter is that there are many more British (and French) indoor kit scale sized models generally available than German ones. This, together with a natural national propensity to channel Biggles, has led to sports halls the length and breadth of the British Isles being overrun with Sopwiths and S.E.5s; a very nicely done Sopwith Camel flies around the local hall on a dawn patrol as though it owns it, which I suppose it does as there's no opposition of any sort.

So I thought that someone ought to make a start at correcting this sorry state of affairs and - to misquote Terry Pratchett - I suppose it might as well be me. So I've built this [DPC Models](#) Pfalz D.III

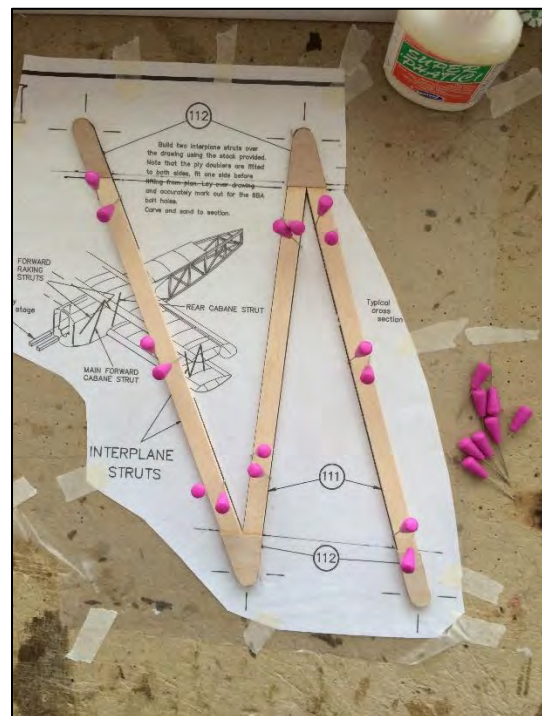
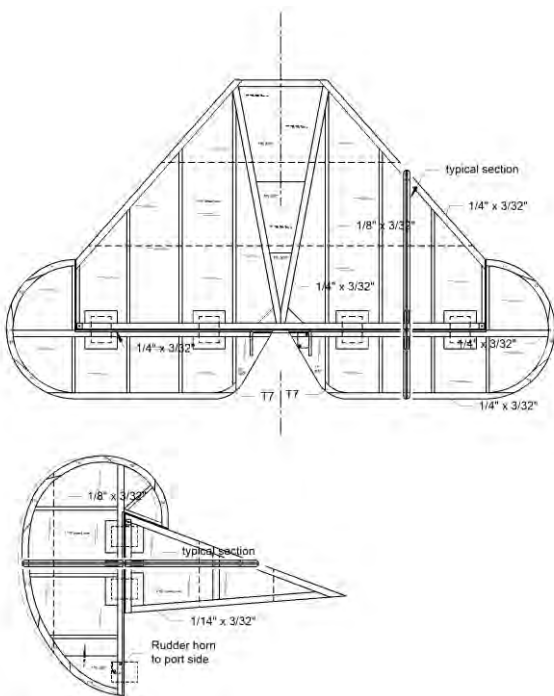
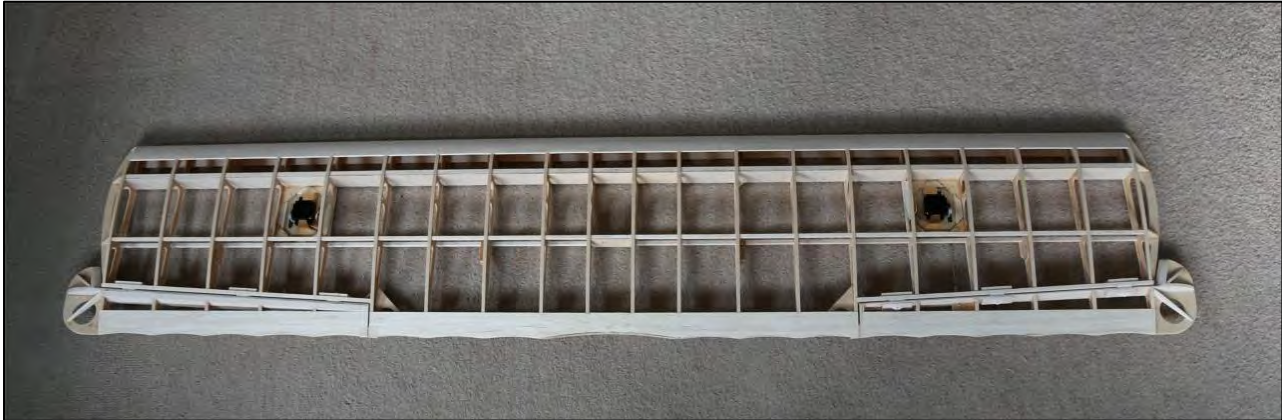


*DPC Models Pfalz D.III. Model is 16" span and weighs about 11.3 grams in this bare-bones state.*

I'm still vacillating between various alternative colour schemes; the full-size was finished in silver-grey dope which can be perfectly represented by Peck Polymers silver-grey tissue, but there are several colour schemes of more-or-less equal attractiveness. Decisions, decisions...

## Flair Fokker D.VII – Andy Blackburn

I started a build of a Flair Fokker D.VII late in 2013 but it sort of petered out after I'd done the wings, struts and tail because I wasn't really happy with the structure of the tail surfaces, and to be perfectly honest I was getting cold feet about the number of lozenges that had to be painted. So it went in the loft for a while.



However, now that I've got a bit more time on my hands and the guilt of numerous unfinished projects is starting to weigh heavily on what passes for a conscience, I've had a look in the loft and it looks as though the Fokker should be next in the build queue; I have a perfectly run-in Laser 70, a pair of Williams Brothers Spandau machine guns that have been assembled and painted by a mate, I've drawn some more scale-like tail surfaces with the usual 1/16" sheet core and have managed to source some custom-printed heat-shrink fabric (which means that we'll be on half rations for a while, but we needed to eat less after Christmas anyway). The cowl and nose will need to be modified because – for some unknown reason – it's not even close to being anything like the proper shape; I'm thinking of a lost-foam cowl made from multiple layers of 4 oz glass cloth.

I'm very much hoping that it will be flying by midsummer's day – just in time for scale day.

## An Apology

As some of you have no doubt noticed, there were a few grammatical errors in the "What's the Best Model for Training" article in the January issue of the newsletter for which, as editor, I feel constrained to apologise. The mistakes included:

- Mis-use of an apostrophe (ugh!).
- Ending a sentence with a semicolon rather than a full stop (shudder!).
- Various other editing and grammatical mistakes.

It's always difficult when a document is being worked on by multiple people (the committee uses Dropbox to share files) but I have now discovered the culprit the source of most of these heinous errors and have instituted a new process which should ensure that this sort of thing never happens again. I hope that all club members and in particular the more erudite members – who I feel sure are in the process of reaching for their headed notepaper and green fountain pens – will accept my most heart-felt apologies for any distress that might have been caused.

## Events

Date	Event	Location	Description
Thursday, 08 February	Club meeting	Uxbridge Golf Club	Winter projects/Bring and Buy
Friday, 16 February	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm
Thursday, 08 March	Club meeting	Uxbridge Golf Club	Skills Evening - Demos by Dave Chinery and Mat Dawson



Friday, 16 March	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm
Thursday, 12 April	Club meeting	Uxbridge Golf Club	"Drone" racing
Thursday, 10 May	Club meeting	Uxbridge Golf Club	Chuck Glider competition
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	Reserve	Harefield	Reserve date for Family Fun Day in case of bad weather on 1 <sup>st</sup> July