

# WLMAC Newsletter May 2020

Editor – Felix Scicluna



Chairman Mat's Dual Ace re-furbished and ready to go.

Welcome to our May Newsletter. I hope you are all keeping well and staying in. Our first complete month of isolation with no flying and no meetings, Thanks to Chairman Mat this month, in spite of becoming ill, possibly with the virus, isolating and getting over it, Mat has supplied a substantial amount of the content for this Newsletter. I would also like to thank all of you who responded to my request for details of your own projects. With no club activities, I thought it was going to be difficult to obtain contents for the Newsletter, but you all made it easy for me, there are a few more bits I have saved for next month. Please keep sending in your photo's and keep building.

## Parish Notices

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

**Message from Peter at Brentford RC** - Although we are closed to the public, we are still taking orders over the phone and via email. The following supplier are still operating.

J Perkins Distribution – Amazing stock of building materials covering glues -irons etc.

Ripmax – Futaba deluxe glues + fillers, Eneloop batteries etc.

Logic RC – Spektrum – flight simulators – chargers – batteries.

CML distribution– Huge selection of RC cars, indoor flying drones and FMS models.

Have a look on the distributors sites above and should you require anything or would simply like some advice call me 07956 581697 or email [sales@brentfordrc.com](mailto:sales@brentfordrc.com) which ever you prefer.

Kind Regards. Peter Emanuel, Brentford RC.

**At the field** – Mike Marman, Mathew and his Son Tom went to the field on Maundy Thursday to cut the grass and to lay the mesh at the end of the patch. Making sure they all kept their distance, they used their own tools and disinfected the gate/ locks before touching them.



Mat's son Tom pegging down the Mesh



Mathew and son your work is all done!



Mike, protected is happy cutting the grass on a fine day.

**Again, at the field on St Georges Day** – Mat, Mike and Jason were at the field (security check/ mowing visit), Mat took a picture to show us all how it is looking and to remind us all what it looks like after all these weeks of isolation. Hopefully, we'll be able to get back to flying soon? From all of the projects being completed, it looks like there will be plenty of test flights.



**Andy Blackburn's Miles Sparrowhawk G-AELT** – I'm spending the enforced time at home building a Miles Sparrowhawk peanut for the [Walt Mooney Cook Up on Hip Pocket Aeronautics](#) - lots of really nice models of Walt's designs starting to emerge, well worth a look.

However, I'm now a bit stuck, so I wonder if you might be able to help with some documentation; I'm looking for a scan of an article by Phillip Kent on the Miles Sparrowhawk in RC Scale International May/ June 1998 (see attached thumbnail of the cover), I'm specifically looking for the written colour reference and the 3-view because it apparently specifies the colour of G-AELT as "dark blue with silver registration letters". I have of course looked for a second-hand copy and have even contacted Phillip Kent, without success.

I have some pictures of G-AELT and can finish the model to my satisfaction, but if I ever need to enter it in competition (never say never) I'm going to need the published colour reference.

Does anyone happen to have a copy of the magazine in their collection, and if so is there any chance you might be able to scan the relevant pages?



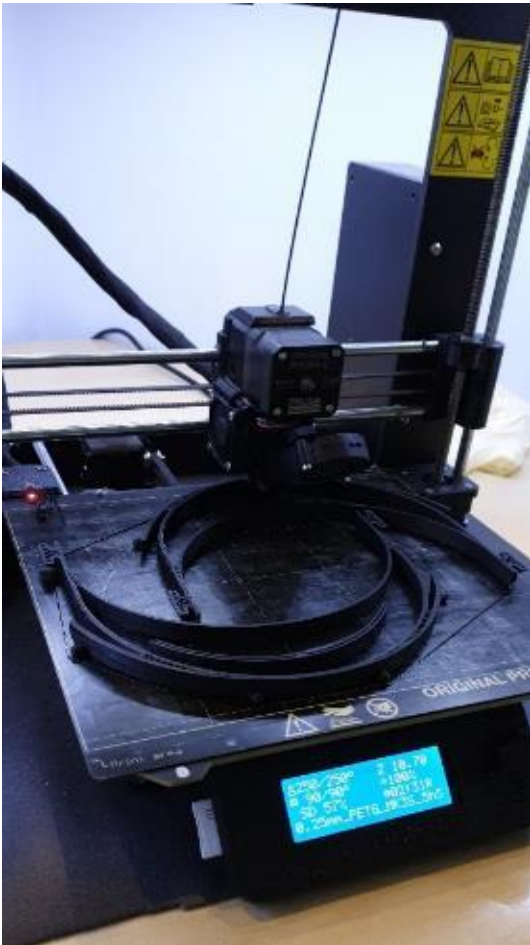
**Face shields for the NHS** – Alan Colman approached Mat, asking if he would want to assist a group called 3dCrowd, in their project to manufacture 80,000 face-shields, in a weekend, to protect NHS staff whilst dealing Coronavirus patients. Mat asked myself if I could also assist and our printers were then printing 24/7 for a couple of days over the weekend. Alan, also offered his services as a pilot to fly out some shields and he was asked to deliver some to Belfast. Alan, has also become the Watford hub manager running the collection point for the local 3d printing members. The second week, Mat and I managed to send in another 150 shields between us, our 3d printers were red hot. They are still running now and we'll keep going until we run out of filament or the machines pack up. Thousands of volunteers are involved and tens of thousands of shields have been delivered to the NHS and other essential workers.



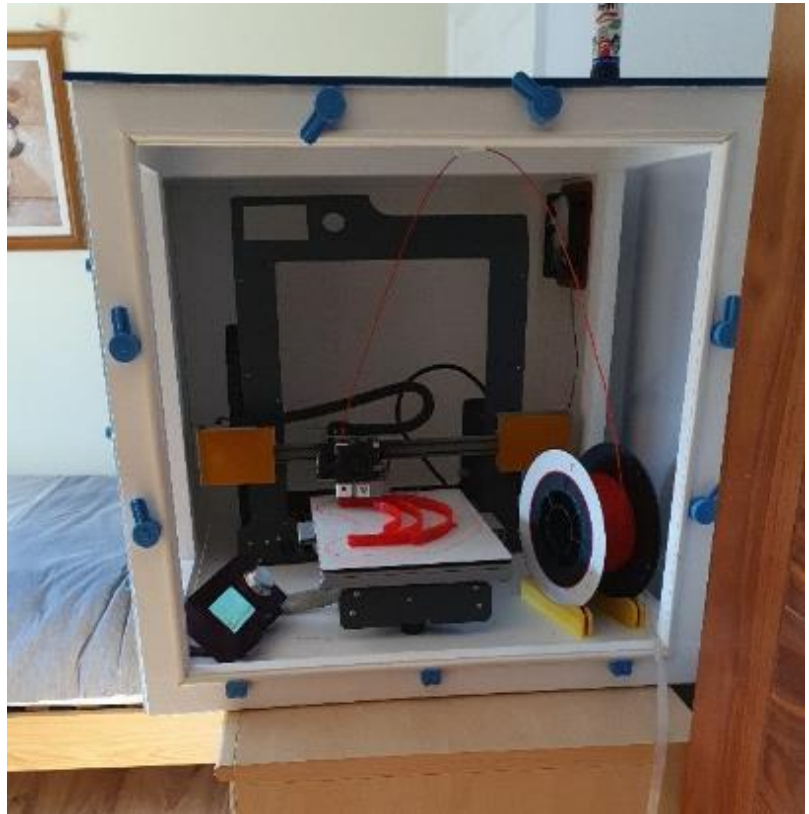
Mat's 3d printer with printing in progress



1 roll of filament later, 2 days' worth of face-shields.



Felix's main Prusa printer.



Old printer taken out of retirement for the project.



Felix's total for the first weekend.



My second weeks work.

## Projects

**Roy Lanning's Steve Webb Webit** – The Webit was a mass build back in 2011 so I'm a bit behind. Better late than never. Just waiting for its electric conversion then ready to go.



Roy's Gangster 63 with a Saito 65, work in progress.

**David Orrells, return from the Ukraine-** As many of you know, I work for the Foreign Office, seconded to an organisation called the OSCE, Organisation for Security and Cooperation in Europe. I specifically work in East Ukraine trying to encourage the two warring sides to keep to the ceasefire agreement both sides signed and to start talking again. I'm afraid to say the war continues as a low key event, rarely attracting News crews but rumbling on every day.

I work in the bit that is controlled by the Luhansk Peoples Republic, (LPR) the separatist bit that believe they have broken away and formed a new Country. However, no-one recognises this new Country, always begging the question, 'am I in Ukraine or not?' The rest of the world believes I am except the man with the gun, I tend to have to agree with the man with the gun.

So, with this Covid 19 business the OSCE decided that it would be safer for everyone over 50 to be in the bit go Ukraine which is actually under the control of the Ukrainian Government so I was evacuated to a town called Kramatorsk, still in Eastern Ukraine. What we would do there was still under discussion when the British Government decided to remove me from Ukraine completely.

Ukraine is a poor Country with distinctly average Hospitals and healthcare, especially in the East.

So, for the second time in a week I had to pack everything, leave most of it in Kramatorsk and catch a taxi to Kiev, a journey of 650km. I spent a night in a Hotel and was picked up by a small convoy with British Embassy officials and headed to Borispil Military airfield. This was the same runway that I normally used but accessed from the Military side.



There we met by an RAF Atlas, A400M transport plane on its way back from Cyprus to the UK. There were only 8 of us, plus the RAF crew on the plane but it was loaded with supplies, we sat down the sides.



I must say the RAF crew were very helpful and accommodating and the journey was a smooth as it could be. The plane is noisy and not fantastically comfortable but it is a military transport machine, not an airliner.



We landed at RAF Brize Norton and from there Charlie picked me up. Charlie had flown for 20 minutes that day, RyanAir are keeping their fleet active by flying every plane once a week.

**Mat's Dual Ace rebuild** – It hasn't flown in years (was on 35mhz), after seeing Colin's I decided to bring it out of retirement. Tony Bloomfield and Felix have now also got one each. At some point we hope to get all 4 up at once (special permission will be required – 4 twins, all i.c.).



**Mat's Tornado refurb** – Obtained from Tony Bloomfield last year, it's been lying around my workshop since then and with nothing better to do I decided to give it the "treatment". I'm about a week into now. Another plane to hopefully use for the UKCAA competitions  
<http://www.ukcaa.org.uk/>



Old Tornado stripped down to basics and looking very sad/ horrible.



Repairing the foam cores.



De-laminated tail and wings recovered with Obechi veneer with new tips etc, looking a bit less horrible now.

**Pete Ledger's E-flite Scimitar –**



**Colin Martin's AS 350 Heli –** Colin bought it to fly in his garden to keep his hand in, it has great collective pitch and flies well on 1 cell 500mah LIPO. It came with 3 batteries, blades etc, from Motion RC. Colin sent in a short video with it flying in his garden, Looks like fun Colin.



**Richard Saunders Top Flight Mustang** - Unfortunately, the fates have conspired for me to be out of the country for the last three years' worth of Projects Evenings. Over that time, my Top Flite Mustang has been taking shape. Stealthily, and painfully slowly.

(Here are a few pics: under construction, in primer, and under lockdown painting.)

It's a sorry tale of not knowing when to stop. Sequenced landing gear doors? Check. Retractable tailwheel? Check. Glassed all over? Check. (Thanks for the club night master class, Mat) Panel lines and rivets? Check.

All of which adds up to stupid amounts of time. And – inevitably – weight. Though I reckon I've sanded off as much stuff as I've slapped on. In primer, she tipped the scales at a whisker over 10 lbs fully loaded, with a CG not a million miles from where it should be. But then, that's before I reached for all those spray cans...

With the field out of bounds, all these unseasonably sunny flying days have turned into unseasonably sunny spraying days in the back garden.

I'm not entirely convinced that the Flair / Spectrum paints I'm using are as fuelproof as it says on the tin. **So any advice about a good fuel proofer would be very welcome. Anyone tried stuff like Ronseal diamond satin floor varnish?** ~~Yeah, yeah, I know. Should have gone electric~~ (deleted by Mat).

As you might be able to tell from the pics, there's an OS 91 four stroke struggling to stay inside the cowl. On paper, it really ought to be enough. But I've a nagging suspicion a little more weight up front probably wouldn't go amiss – not to mention a little more grunt to coax her off the ground.

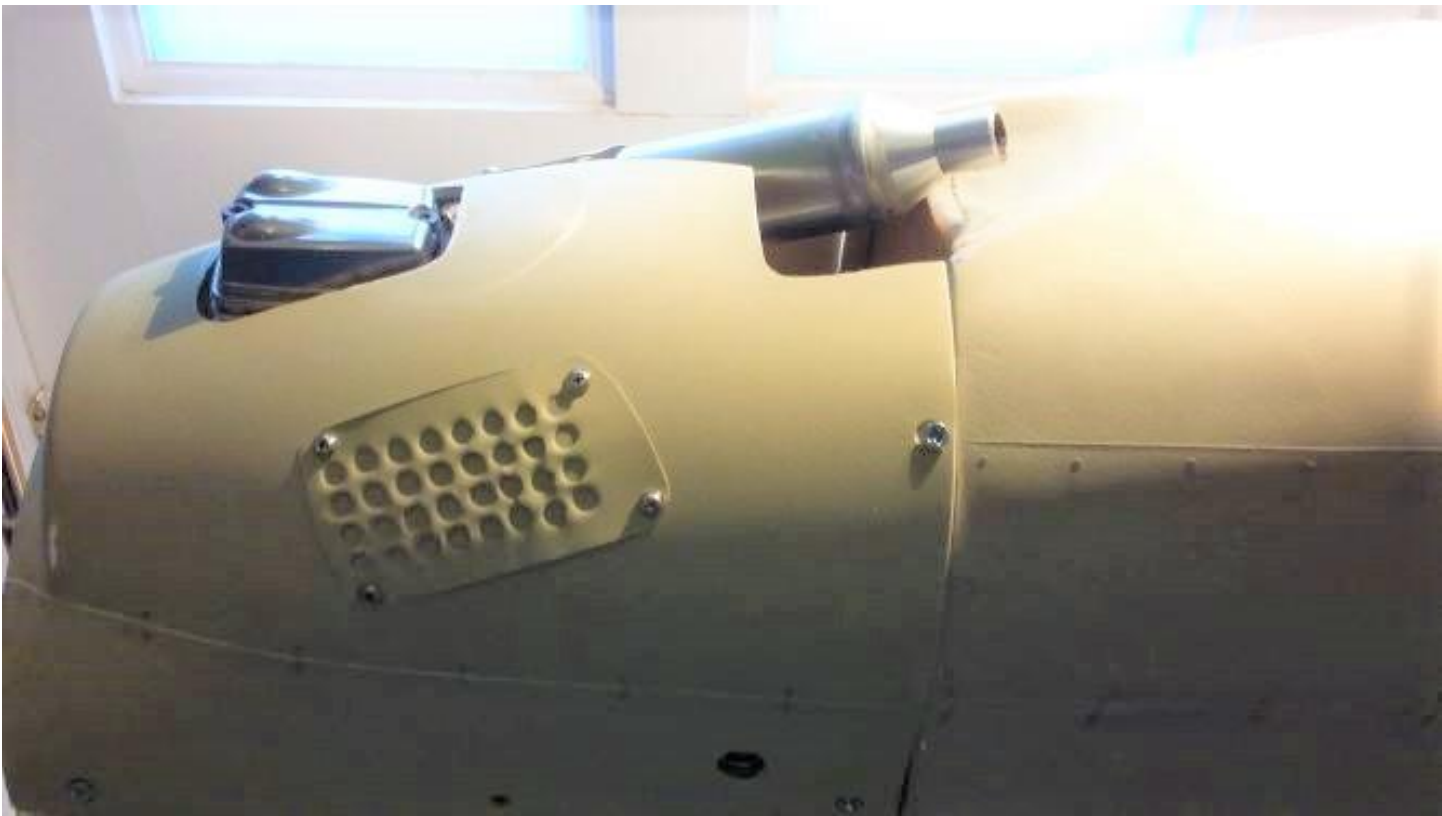
**After all, the Top Flite plan does show an OS 120 four stroke installed. So just in case anyone has one of these surplus to requirements and can bear to part with it for serious folding money, please let me know!**

Once she's painted up as Chuck Yeager's *Glamorous Glen III*, I can make a start on fitting out the cockpit. Hey – any excuse to delay the maiden...

In the meantime, here's hoping everyone is safe and well, or safe and better.

Cheers, and happy landings! Richard







Nice work Richard

**Frank Dalby-Smith Keeping busy during the lockdown-** We started off ok still being able to do our morning walks until the letter arrived saying I had to go into shielding. So now it's exercise and walks in the garden. I guess like everyone else we have got up to date with the chores so am now able to get on with the overdue modelling projects.

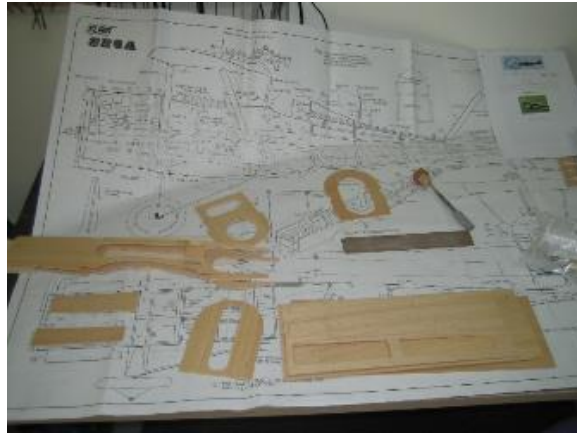
I started off with a bare foam Vampire airframe which has sat for 3 years in the box originally bought for spares but, as we all know now, they never die just glue the bits together and go again.

I followed Tony P's lead on this one and built it up with a 12 blade fan unit to run on 6s and scrapped my oldest one.

This was followed by fitting a different engine to my Hanger 9 Spitfire replacing the Saito FA100 with an O.S. 110P which O.S. designed as a replacement for their 90 pumped engine. The pump is controlled by a regulator, this should deal with the siphoning problems I have had due to the frame design setting the tank too high in relation to the carb. Pretty much a drop-in job but I did need to transfer the throttle to the opposite side and reset the balance.

Finally I am just starting the Flair SE5a. Attached are a few pic's.

I hope all the members and their loved ones are well, best wishes. Frank D-S.



**Steve H engine re-build** - With reference for copy regarding the WLMAC newsletter and 'what's on your work bench' - it's not aero related but may be of interest to some of the older members who still remember when cars had combustion engines in them.

It's a 1940 Ford V8 flathead engine. It's on the bench having a full rebuild with blueprint and 'hop up' parts taking it to a mighty 4.7 litres. Never has so much money achieved so few horsepower! Update next month fully assembled if anyone is interested. Kind regards, Steve H (only Steve H for security reasons)



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

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Description</b>
Wednesday 10 <sup>th</sup> June	Club Meeting	Harefield	BBQ at the field
Sunday 14 <sup>th</sup> June	BMFA	Harefield	BMFA scale day
Wednesday 8 <sup>th</sup> July	Club meeting	Harefield	BBQ at the field
Saturday 4 <sup>th</sup> July	Work party	Harefield	Prepare the site for Fun day.
Sunday 5 <sup>th</sup> July	Fun Day	Harefield	Annual family Fun Day.
Sunday 26 <sup>th</sup> July	Colne Valley Festival	Colne Valley Park, Denham	Volunteers required to help at our stall
Wednesday 12 <sup>th</sup> August	Club Meeting	Harefield	BBQ at the field
Wednesday 9 <sup>th</sup> September	Club Meeting	Harefield	BBQ at the field
Thursday 8 <sup>th</sup> October	Club Meeting	Uxbridge Golf Club	Guest speaker
Thursday 12 <sup>th</sup> November	Club Meeting	Uxbridge Golf Club	Possible quiz night
Thursday 10 <sup>th</sup> December	AGM	Uxbridge Golf Club	Membership renewals
Thursday 10 <sup>th</sup> December	Christmas Meal	Uxbridge Golf Club	Partners are welcome but are required to pay full price of meal