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# NEWSLETTER

April 2013

Editor: Simon Hilson

## Projects Evening



*Mathew Dawson's 89" wingspan Hurricane build commenced 3 years ago from a DB Kit. It's powered by a MVVS 38cc petrol. Construction is mainly balsa and ply with glass over solid areas and Solartex on the open parts. Mat needs to make a muffler and sort the wiring.*



*Roger Darvell's 2.2M wingspan Dauntless powered by a King 90cc engine weighing in at 28lbs. Retracts are from Robart. The plane was assembled from a Zirola kit.*

The projects evening this year was well attended with many models on display at varying stages of completion.

Long term builds through to ARTF foamies were brought along. The projects evening is for members to show what they have purchased or are working on. It's a great opportunity to swap building tips and to see what will soon be maiden at the field.

Mathew Dawson's Hurricane and Roger Darvell's Dauntless were among the larger models attracting attention.



*Ron Barber's Fokker D7 built from a Flair kit and ready for it's first flight*



*Simon's Durafly Sea Vixen EDF jet which was maiden the following day*

## FPV Finds

Two lost planes were rescued from the rough to the right of the field in late February thanks to the clubs First Person View (FPV) plane.

With Chairman Mat at the sticks and Charlie wearing the goggles, Jason Parker's recently downed Ripmax Bossanova was quickly spotted by the FPV plane's camera.

David Orr and son Charlie went to retrieve the plane and also discovered Ron Barber's WOT-4 a few yards away from the Bossanova.

Both planes were returned to grateful owners



*David and Charlie return with their finds which are placed on the table for inspection. The FPV plane is also on the table top left.*

## Work Party called for Saturday 13<sup>th</sup> April

The Committee have called a work party for the 13<sup>th</sup> April. Start time is 10:00am

It's not all work - a free lunch is provided and its a great opportunity to a catch up with club members you may not have seen for a while over the winter.

This time we will be filling pot holes at the upper part of the road up to the field. Also, strimming the grass on the left hand side as you approach the field. This is to clear the area around the stored astroturf before it is unrolled and inspected to see how much we have for extending the strip.

Bring gardening gloves, wheelbarrows, shovels etc if you have them.

## Diary Dates

**Saturday 30<sup>th</sup> March**  
**Advanced Aerobatics**  
Club Field from 1pm  
(Brought forward from Sat 6<sup>th</sup> April)

**Thursday 11<sup>th</sup> April**  
**The Monthly Club Meeting**  
Talk by Tony Nijhuis  
Battle of Britain Club 8pm

**Saturday 13<sup>th</sup> April**  
**Work Party**  
Club Field from 10am

**Saturday 20<sup>th</sup> April**  
**Basic Aerobatics**  
Club Field from 1pm.



# New Arrivals at the Field



DH110 Sea Vixen. 1M Wingspan, weight 1.4kg, powered by 4S 900W Leopard fan



Several new planes arrived at the field in late February. Above and left is Mike Pugh's kit built Tiger Moth, above and right is Simon Hilson's foamie Durafly Sea Vixen EDF jet and below / right is Tony Parrott's foam Hobbyking GeeBee. Its oversized wheels and spats give it a cartoon-like appearance. Tony reports that it knife edges well - probably because of its ample fuselage area.



Mike's Tiger Moth was built from the old DB sport and scale kit. The wings were made several years ago, and the fuselage was completed over the winter. It represents a plane from the elementary flying training school, RAF Cambridge.

Its wingspan is approx 60" and it weighs about 6 1/2lb, including 1/2lb of lead in the nose. The engine is an OS 42 four stroke.



Gee Bee-R3 1.4M Wingspan running on 4S complete with monster truck wheels

## Bill's Winter Warmer



Your own caption here

Several members have been wearing transmitter mitts during the cold winter months but Bill has taken the concept to a new level!

After a day in his workshop, Bill arrived at the field with his solution to frozen fingers. His Turnigy transmitter mitt has been fitted with a Hobbyking thermostatically controlled heater unit designed to heat R/C car tyres.

The heater pads are fixed either side of the transmitter and the control unit fitted into a plastic box to which a charge port for the battery has been added.

A new hole has been made in the plastic cover to suit the DX-7's aerial location and the neck strap mount has been changed to hold the clear cover well away from the sticks.



Mitt with heating unit and DX-7



The red tailed ME-262 belongs to Peter and the yellow is John's. Both planes were successfully maidenied by John Smith. These models fly very well with a large speed envelope. The twin ducted fans give plenty of power for big aeros and fast passes.

Two more twin ducted fan Dynam ME-262s arrived at the field in early March. This brings the club's total to four! These two are owned by John Smith and Peter Dorow. The 1500mm Wingspan ARTF foamies come complete with fans, ESCs and servos preinstalled. All that is required for completion is a receiver and a 4S 5000 mAh LIPO.

## Hexacopter!

"I'm sure it came with 2 wheels"



Gordon Tarling's Hexacopter. 6 motors, 6 speed controllers, 3 pairs of push/pull props and a gyro make for a very stable camera platform

Gordon's scorpion-like Hexacopter looks great on the ground and in the air

Do you have a caption suggestion for the picture of Bill wearing the transmitter mitt? Send your ideas to the editor. Anything relatively clean and printable will be published next month. The editor has a couple of ideas but they can't be printed here!



# Formation Flights Planned for Scale Day

Some members have been practicing formation flying with foam Warbirds and EDF jets. The aim is to eventually progress to larger warbirds (such as the H9 P47) in time for scale day, providing sufficient time can be found for practice. The committee have agreed to a formation flight or two on scale day and for members to practice at the field.

The smaller foam EDF's will be used for the jet flights as these are quieter than the larger composite models and several members already have foam jets. The pictures below show a Durafly Vampire and Sea Vixen attempting to fly straight and level for a pass along the strip. Keeping

height and speed consistent between models especially if they have different power and flying characteristics is not so easy as can be seen. The picture of the Parkzone Corsair and Mustang is the result of Tony and Simon flying a little too close. Both planes were safely landed after the mid air contact and the bits recovered from the field. Foamies are simple and quick to repair so it wasn't long before the planes were back in the air.

If any members would like to have a go at some formation flying, contact Tony or Simon.



*A little far apart....*



*Better*



*Oops...*

## April Rules !

As a forward thinking group, it's important that we encourage suggestions from the membership that may improve the club. However, it's equally important that we also look to the outside world for inspiration. An example of the latter this month comes following a site visit by two non-members on Feb 31st this year. Dick Witt and Hugh Jampton are regarded by several, mainly themselves, as luminaries in the model flying world and their ten-point plan to increase the number of members who fly regularly, and increase the amount of flying, makes interesting reading.

1) They propose the club split into two groups. Group one would be those that attend the patch a minimum of fifty times a year and who rack up a significant number of flights each and every visit. This group would be known as the 'Frequent Flyers' whilst the rest would fall into the 'Sitters' category.

2) To give the 'Frequent Flyers' the best possible access to the field they would continue to use the current car park with a new 'pay and display' car park built for the 'Sitters' just inside the

gate.

3) During the long hike to the field no 'Sitter' shall impede the progress of a 'Frequent Flyer'. To this end they should keep to the edge of the track and be prepared to throw themselves into the hedgerow should the need arise.

4) The club house, and its facilities, should become 'FFs' only with the 'Sitters' moving into Des' mower shed. The area immediately in front of the club house would become a 'members only' enclosure and other than to serve tea or proffer edible gifts no 'Sitter' may venture into it, gaze upon it or enter the ten-metre exclusion zone surrounding said hallowed turf.

5) All but two benches, which would be painted pink and yellow, would be for 'FFs' use only.

6) In order to minimise wasted flying time no 'Sitter' may engage a 'FF' in conversation unless previously spoken to.

7) To aid identification 'Frequent Flyers' would be issued smart uniforms with matching wet-weather gear. The cost of which would be met by a 'Sitters' levy.

8) In line with many posh clubs around the world the committee members would have their own designated parking spaces. Anyone violating these sacred spaces risks having their car clamped, towed, burnt and then crushed. Though not necessarily in that order.

9) All flying restrictions to be lifted for 'Frequent Flyers' giving them the right to fly whatever, whenever and wherever they choose. This will include, but not be limited to, touch-n-go's on the roof of the 'Sitters' new club house and warbird-tastic low passes either side of the flight-line.

10) Any 'Sitter' looking to upgrade their status would be, in line with various hard-core motorcycle gangs, promoted to the rank of 'prospect'. During this time they would be expected to fly extensively yet still find time for various character building tasks. These would include checking the tickets in the lower car park and maintaining the high-voltage electric fence around the FF's enclosure.

These are some pretty sweeping suggestions. However, if adopted, they would offer much

better access for those that fly frequently. Clearly, a few of the points do fall foul of the BMFA's rules and as such they would need to be contacted for their input.

Likewise, a number are illegal while others clearly contravene current 'Health & Safety' legislation. This is offered very much as a 'work in progress' and, as such, changes are inevitable. For the time being though, the chairman welcomes your views. All correspondence should be via the Royal Mail and in these days of prolific identity theft you will need to prove you are who you say you are.

In order to do this you might consider including a personal cheque made payable to the chairman along with your BMFA number. If you can get your mum to countersign it, so much the better.

Time is pressing, people! The closing date for amendments prior to it being presented to the committee, the BMFA, HSE, the membership and our legal advisers for approval is the 1st April. Last year.