



February 2016  
Editor : David Orrells

# Winter is Here At Last

After the weird, warm weather we had at Christmas, the snow finally arrived on Sunday 17th January. Despite this, we still managed to get some flying in. Someone had beaten us to it by building a snow man on the table. We can cope with visitors to our field like this, leaving us something nice rather than damaging anything. Chairman Mat flew his Obsession and I managed to get the Zero's maiden flight done and dusted.

It was a bit too tail heavy, I'd added tail weight too. I'll take some of it off, tame down the ailerons and give it another go soon. At least the snow gave it a nice soft landing.



## Planning Application Update.

Chairman Mat has re-submitted our Planning Application after the last one was withdrawn. The Legal Dept from the Planning Dept came up with a last minute request for additional documentation. We couldn't get these done in time so they asked us to re-apply. They needed us to prove that we had been at the field for over ten years and this required some people to write statutory declarations to support this. So, off to the Solicitors trooped Leon Taylor, Peter Nielson, Tony Taylor, Roger Woods, Phil Snowden and Dave Whiteley. They crossed their hearts and signed to say that they had been at the field for over ten years, these have now been bundled up together with a letter from the BMFA and submitted again to the Planners.





On the 10th January the weather gave us all a break and several of us ventured forth to the field. There was a delay in the proceedings though, a tree had fallen over and was blocking the road. Luckily we know a man with a chain saw and Tony came to our rescue. Tony set to and the rest of them cleared the bits away. I was too busy checking the exposure and composition for the shots to help though. We had a good look at the tree, nothing other than rot had caused it to fall over. We'll take a good look at other trees on the track to see if others need a cut before they fall. If **you** see any that need a closer look, give anybody on the Committee a call or e mail.



## Club Meeting Dates.

Next Club Night.

Thursday 11th February

at the

Battle of Britain Club



This month is round the pole flying. We'll supply the planes, you just need to turn up and fly!

Indoor Flying Friday 12th February at Vyners School, 7.45 to 9.45 pm.



Plenty of people have been keeping themselves busy over these Winter months. After last months appeal for some pictures, here is Rogers Woods latest. A very pretty, electric powered bi plane from the RCME free plans.

It is, as ever, a free plan from the RCM&E of a 48 inch sports biplane 'Skywriter' by Lindsey Todd. Construction is now complete less the wind screen, now for the difficult bit I have to work out a colour scheme. I'll probably just box top it.

Roger has built several of the free plans and always does a fantastic job, I expect that we'll have to wait until the Summer to see this beauty fly though.



Hopefully Roger will bring this lovely model along to the  
Project Night /  
Bring and Buy  
on Thursday  
10th March.

Yes, I've found a new 'mask' tool on the computer for making the pictures look a bit different, expect to see its overuse over the next few issues.



The Project Night is a chance to show off your latest creation, it doesn't have to be a hand carved masterpiece. Your latest ARTF of Foamie is just as welcome as anything else. The more there is on show, the more we've all got to chat about. At the same time, if you've got too many models, bring some along to sell.







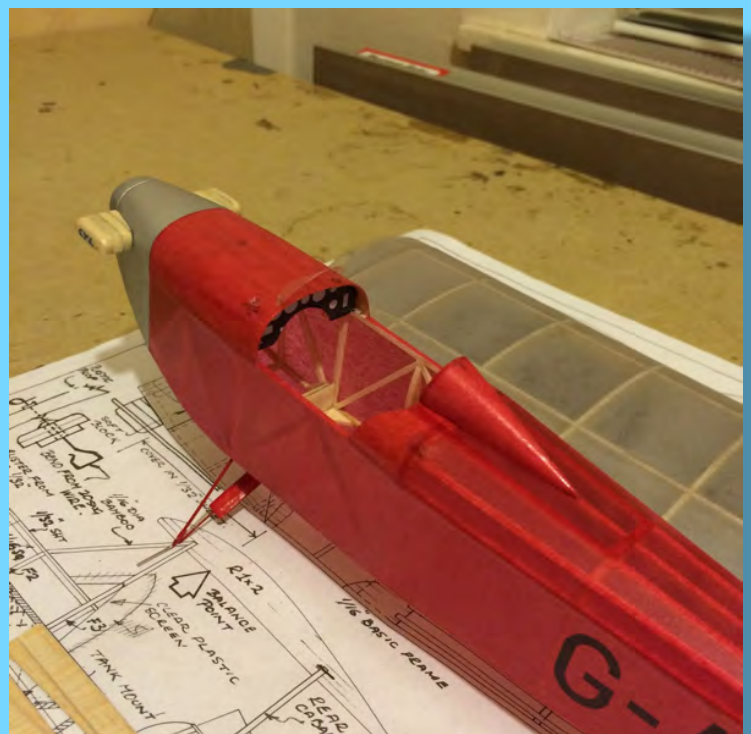
Here's a few words from Andy Blackburn about his latest build, a Luton Minor.



I guess many (most?) members will have started aeromodelling in the dim and distant past with one of the Keil Kraft or Veron rubber powered flying scale kits - the ones with the rock-hard printed wood, ridiculous elastic band for power and a silly 5" propeller? I think I built most of the Keil Kraft range at one time or another, so it can't have put me off. The very first one was a KK Globe Swift, it cost me two and six but for some reason I didn't finish it. The first one that I got to fly was a KK Hurricane, and the only reason that worked was that it had (by accident!) washout on the starboard wing and washin on the port wing so that the flight was a climbing left turn under the initial power burst and then a descending right-hand half-circle, for all of about 15 seconds. But for a ten year old, that was magic.

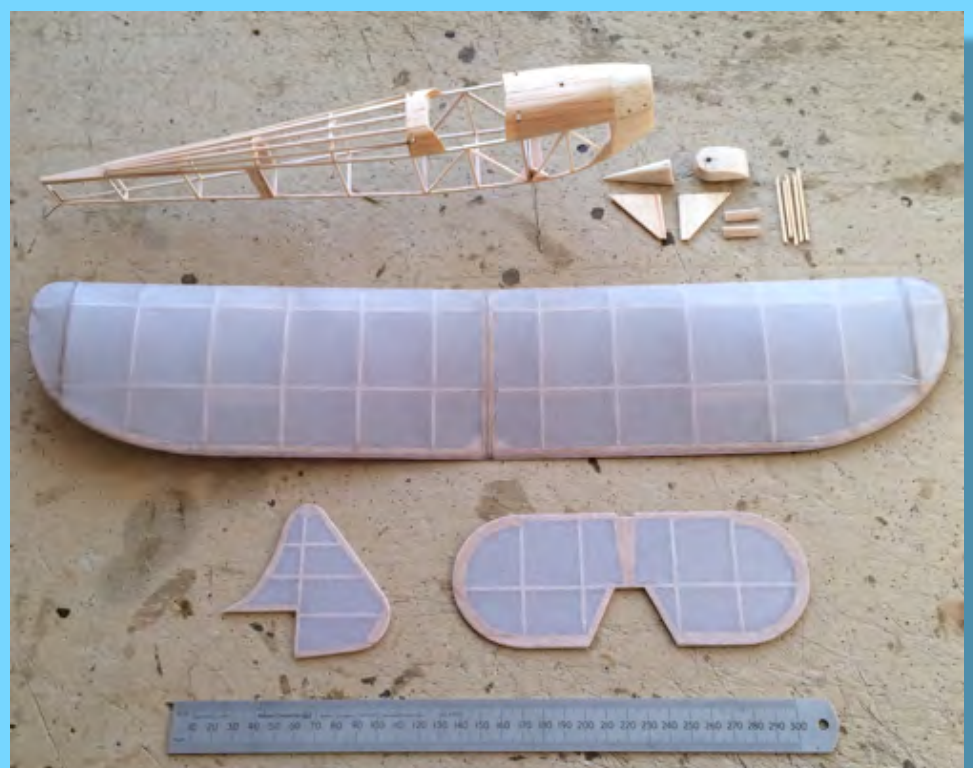
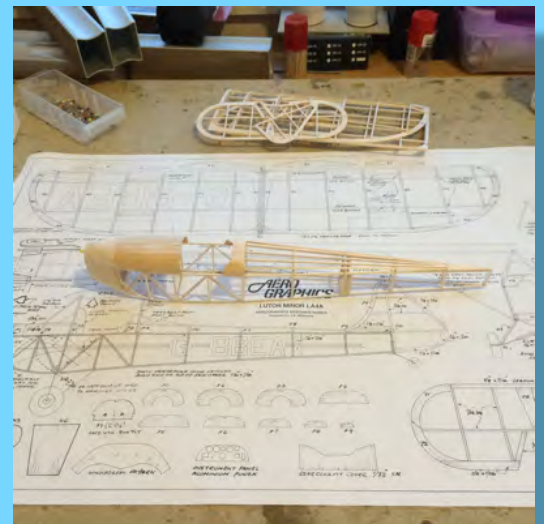
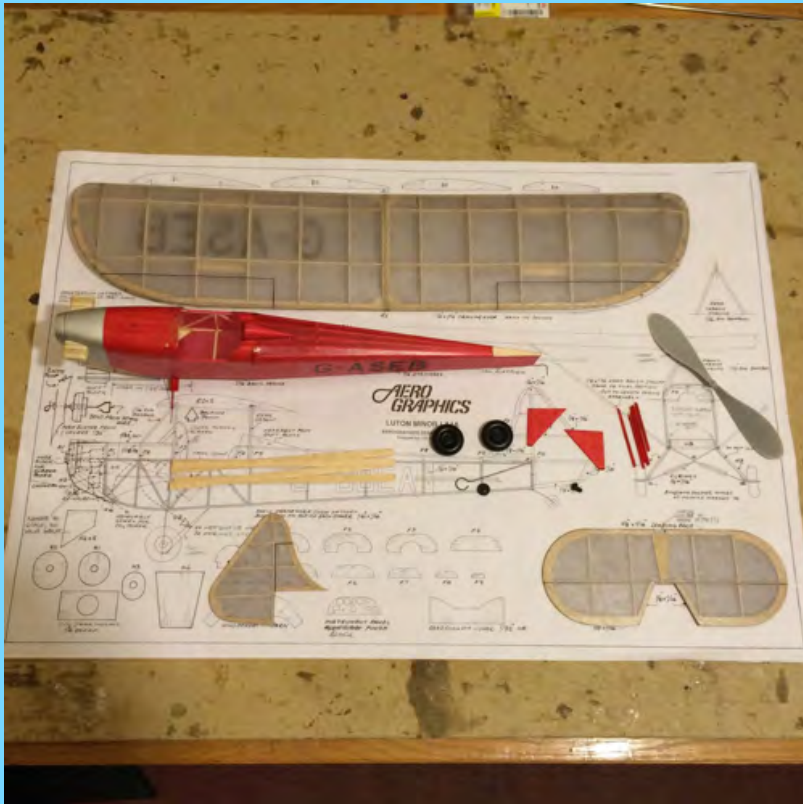
I did dabble in rubber scale & peanut scale when I was at secondary school, without (it has to be said) a huge amount of success, but for some reason I've still got the bug and after a break of about 30 years, I'm having another go. This is a Luton Minor built from an Aerographics kit, span is 20" and weight when finished is expected to be just over 1 1/4 oz, plus the inevitable nose ballast - not as light as hoped, but it has tons of wing area so I'm hoping that it'll be a floater. It's been finished in accordance with the indoor BMFA Kit Scale rules - built almost exactly as per the plan (except for areas where the outline needed correction, for which I will lose points - but I don't care), decorated almost entirely in coloured tissue. I found some "non shrinking" dope produced by HMG (Perkins distribute it, I think) - it does still shrink a little bit, but nothing like as much as normal dope. Having said that, my tailplane does now look a little bit like a large potato crisp, it'll have to be steamed straight.

It should be finished in a week or so, I'll then have to find somewhere that isn't waterlogged to test-fly it before committing indoor aviation.



The final weight is 31 grams, to which needs to be added 3 or 4 grams for rubber and about 3 or 4 grams for nose-weight to give a total of 38-39 grams, or about 1.35 ounces in real money. It's a bit more than I wanted but it's the first rubber-powered scale model I've done in over 30 years, so I think I'm allowed a bit of leeway...

The advantage of building something like this is that it's much quicker than an R/C model; I used to be able to knock one up in double-quick time at school, I remember a Keil Kraft Messerschmidt 109 taking just less than two weeks. Rock 'ard wood, of course, so it weighed a ton.



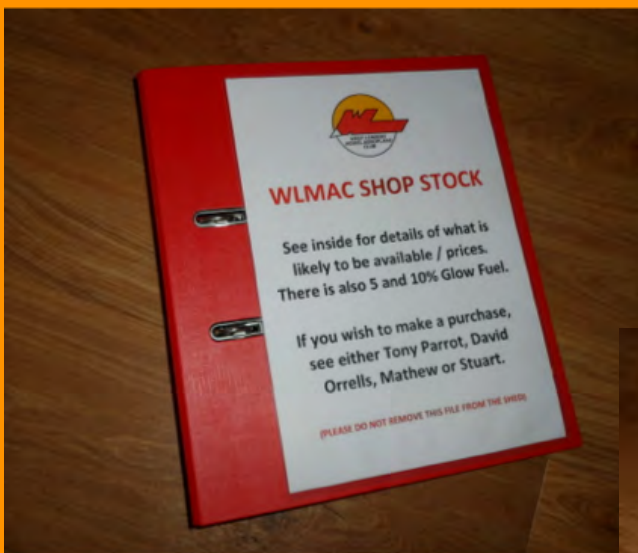




Here's some lovely aerial shots from Tony Parrotts quad copter / UAV / Drone, these were taken just after the field had a close haircut. All those prickly old brambles have gone!



# Shop in a Shed



Mat and Stuart have spent a lot of time giving the Shop in a Shed a stock take and a overhaul. Some of the older stock that has never sold has been returned and we'll re-stock with the more popular bits. Plus there is now a folder with laminated photos of the shop contents. Have a look through the folder and then find a keyholder to sell you the bits.



The Tuck Shop has been re stocked too, all we need is some warmer weather and less wind too!