



2020 Newsletter Issue 1 (March)

The front page will always feature a photo of a club model or models so make sure you help by sending your photo's (and articles) to anthclif@googlemail.com if you want to be in line for a front page feature.



In the absence of any other photo's here is one of my Hyperion Cap 580. Proof that bargains are still possible it came from Czechoslovakia for a hundred quid. At 55 inch span it is run on 5000mAh 6s batteries, and despite plenty of power can manage two reasonable flights on one charge.

Ant

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Club Web Site:- www.wrcfs.bmfa.org

BMFA Web Site:- www.bmfa.org

The comments contained within this newsletter do not necessarily reflect the opinion or judgement of the committee or club members unless specifically stated. Neither the editor, nor the club shall take responsibility for the content of articles submitted or published in this newsletter.

Editorial

I am writing this about to enter the fourth weekend of storms. Ciara, Dennis, an unnamed one worse than Dennis, and now Jorge. Fortunately it is indoor flying again this weekend, otherwise it would be yet another weekend with an enforced lack of aviation. Arrowe Park has been mentioned a lot over the last few weeks, but rarely in terms of the flying field, as the back of our field now houses the quarantine centre for Covid 19. We had warnings about planes landing in the cordoned off area being confiscated (I assume destroyed), but it has been of no consequence as flying has been off the table due to the weather.

Now you may notice that this newsletter is a month earlier than normal, but that is because we are going to try and produce four a year instead of three. Now this will be dependent on you rabble actually sending me something to put in, as I won't manage to write four from scratch myself, particularly as they won't fall around when I get time off work. So it is down to you to get creative. Send me your scribblings, your photos, or better still both. It can be about your models, modelling events or anything aviation related that you think other members may find interesting.

PS

It is over a week since I wrote the editorial, in fact the whole newsletter was pretty much ready to send out. All of a sudden the Corona outbreak went a bit mad and I found myself with no time (I work in a school). Guidance has now appeared today from the BMFA about flying at clubs, so I have included that below. This is against the backdrop of avoiding social gatherings, which includes organised flying displays. For the full story, and not just the bits about flying, see the BMFA website. This guidance is bound to change, so probably best to check occasionally anyway.

Ant

COVID 19 – BMFA guidance 17th March

Model Flying in the club environment

In general terms model flying represents a low risk activity due to the predominantly outdoor nature of the activity and the opportunity to maintain inter-personal separation.

At this time, and subject to any updated government advice/instruction, for those who are not unwell there is little reason to curtail outdoor model flying activities in the club environment. The well-being benefits provided by model flying should be balanced by the potential risk and NHS precautions should be followed.

While there is little reason to curtail normal outdoor flying activities, clubs should consider what action to take regarding indoor club meetings and any proposed or scheduled larger events they have planned which, under present guidance, may have to be cancelled or postponed.

BMFA Organised events, contests and roadshows

The BMFA is currently reviewing the status of scheduled events. Several events/contests are already subject to cancellation including the Swapmeet at BMFA Buckminster, the ASRC Roadshows and the Free Flight Nationals. Planning for the Power Nationals in August is continuing on the assumption that it will be going ahead, but this will be kept under review

The Business End

The AGM in December saw no change to the committee. However, as we got into the new year another volunteer came out of the woodwork and Lindsay Todd was co-opted on to the committee as an executive member.

Chairman	Andrew Lowthian
Secretary	Dave Buckingham
Treasurer	John Griffiths
Newsletter ed	Anthony Cliffe
Web Master	Billy Bennett
Safety Adviser.	Bill Bonner
Comp Sec	-
Executive Member	Paul Rice
Executive Member	Lindsay Todd

If you are reading this then you have got your head around the whole CAA registration thing. It has been very clunky on the BMFA Azolve site this year, and TBH a nightmare for the committee to keep track of who is actually a paid up member and who has CAA certification etc. This is something that hopefully will improve as the site matures.

Lever's

There hasn't been a club meeting at the Lever club so far this year. The first one was scheduled to be the hot pot on 12th March, but this was cancelled due to lack of take up. The hot pot will now be run as part of the builders cup meeting in September like last year. The date set is 10th September.

The next meeting is not scheduled to be in the Lever Club, but at the field. Following on from the last couple of years it will be a midweek BBQ, this time on 3rd June.

Out In The Park

Not much has been happening in the way of flying at Arrowe Park so far this year as the weather gods have conspired against us. We should all have received our CAA operator numbers now, so I suppose a quick word on the new rules and regulations wouldn't be amiss.

All pilots now need a CAA pilot number, which for us is our BMFA registration. We were always meant to have our membership cards with us in case of an incident, we now need this number just in case we are asked for it to be legal to fly. Each aircraft (over 250g) needs the operator number written in characters at least 3mm high either on the outside or accessible without tools. The operator number is the one that came with your CAA

registration (BMFA members don't get a separate pilot number as they have a BMFA number). It says who the owner is, rather than who is flying it. Other than this our regulations haven't really altered noticeably. Unfortunately as the club has to be seen to be only allowing legal flights, we may have to have the occasional check for operator



numbers so please make sure they are fitted. No brass plaques permanently fitted to the plane mind you, as it looks like we may get different numbers every year.

Back to the field itself, it goes without saying that it is still really wet. Driving on is an issue at the moment, and even when it dries out we will have to follow the safe route avoiding the boggy areas either side of the strip.

We also need to be aware that the Corona Virus quarantine centre is at the top of our field in the nurses accommodation block. For a while that still means no quads, no heli's. and no planes with cameras. Also any planes that land within the cordoned off area will not be returned. When Paul was flying this week he was approached by one of the security guards; we need to keep them on side, so be courteous and stick to the rules.....

As soon as the weather clears up a bit hopefully we can get the first proper grass cutting and flying can back into full swing again.

One final thing. Under the new CAA regulations we can't just give someone who is thinking of taking up the hobby a go. It would appear that they need to be CAA registered and pass the online competency test before they can take the sticks.



Undercover

The indoor flying sessions at Hilbre school have been a godsend over this ridiculously wet and windy winter. Once a month being able to guarantee that you can load your car with flying machines and actually get to use them has been great. The hall at Hilbre is nice and large, so easy to fly round once you have got used to the sky having four walls.

Anything goes in terms of models, as long as you stick to the 200g limit. We have quads, helicopters, warbirds, aerobatic shock fliers, scale civilian and slow fliers; so basically anything that would be at the field but smaller. In fact at the April session (last one of the year) we intend to try some pylon racing.

If you have something you can fly with, come along. I know some of you think that there is no adrenaline factor compare to flying outdoor models, but that just means you are using the wrong model.....





Update - The April session was cancelled today by Hilbre as the school will be shut

Out And About

Chucking things off hills – Lindsay Todd

Most of you will be aware of my occasional endeavour into the dark side of model flying. Yes on occasions I can be found up on a hill or cliff side leaning into the wind and wishing that it would start to warm up a bit so I could shed the layers of sweaters and coats required to keep me warm whilst being blasted by seemingly arctic conditions. I have an old red floatation suit from my sailing days but I have resisted using it as I am already aware I look like a pillock with ski goggles, woolly hat etc and don't fancy adding to the attention slope side 'gliderists' already get. Model flying is often tagged with being a bunch of shed based loners that occasionally congregate in open spaces, well let me tell you slope soaring takes this to a whole new level!



(several jumpers and coats are the order of the day but some (see above right) can't hack it)

As if playing with toy planes isn't already bad enough my latest model design is not even an aircraft it's a faux Terrasaur so I don't even have the excuse of being an aviation enthusiast with a fabulous scale creation justifying my existence, no I now have a toy

dinosaur, the self-esteem has fallen to an all-time low and people now notably keep their distance.

Do I care, no not a bit; I am having far too much fun for that and the odd distant figure pointing at the wierdo with the dinosaur actually brings a bit of grin to my face.



In truth it has taken me a while to progress to the Terrasaur design now known as 'Terry-Saur' as my skill (possibly not the right terminology) and knowledge has evolved. You can read every book you like, every magazine article, simulators, whatever you like but nothing will teach more than by actually getting out and having a go.

Let me just very quickly share the basics of my knowledge of slope soaring.

The slope soaring fraternity frown upon the use of 'nancy' electric motors to save their models when lift disappears. Those individuals that participate in slope soaring with powered models will never be considered true glider guiders. (truth is they all have one!)

Find a hill or cliff face with flat area out in front that is accessible and legal to use.

If you have on coming wind of 15mph or more then you will have sufficient lift, the stronger the wind, then the heavier the model you will need to use. – crude but basically true.

Launching is easy; you switch on and chuck it off the side of the cliff. (Fail to do the first bit at your peril; I have seen it done on more than one occasion, fortunately not myself. One model was particularly well trimmed and I watched for 45 minutes or more including a rather nice low pass and failed attempted grab before being devoured by the ocean below).



(spot the big nancy folded prop up front but heading out over the ocean is a somewhat odd feeling)

When lift is present (identified by a need to lean forwards into the wind whilst on a cliff edge) flying is basically dead easy.

Landing or more appropriately dumping it into a clump of heather missing the rocks on the way, avoiding the tip stall and not scything your own legs off as you try. The heavier the model and the more this statement ring true for this is where the real skill is needed. Fixed wing power pilots have it so easy with a nicely defined space for landing. This is why I think so many slope-soarers are simple, often made of foam and coated with lashings of gaffer tape so a decent days flying is not spoilt by the hundredweight of thistle and general mountain tundra not to mention sheep sh- stuff that is going to cover the model afterwards.



(Excellent glider site for lift but landing can be a bit tricky!)

But it is fun and I plan to do more so why not join in with the rest of the mountain ledge nutters, get plenty of fresh air, enjoy the scenery and go chuck something off the edge.

Linds.

Canopy making , and how I cracked it. – Mark Slade

I admired Tony Nijhuis' Jet Provost, and when the free plan arrived in my RCM&E magazine, I decided to take the plunge and build one. However, I decided to scale it up by 10%, giving an increase in wing area of 21%, that should allow it to fly slower and be easier to hand launch.



Since buying a canopy from Tony was not now an option, I set about making one. I made a solid balsa model and found a suitable (stretch blown) polyester bottle to shrink onto it. This nearly worked, but as the bottle shrank, the balsa gave a squeak of protest as its corners were crushed.



I repaired my balsa model and found useful thermoforming video guides on YouTube. These confirmed that a vacuum cleaner and domestic oven could be used to thermoform Pet-G sheet.

I bought a small supply of sheet material and set about making a vacuum box and clamp-frame. I found a use for some kitchen cupboard parts left over from my IKEA kitchen, my stock of screws and some draught excluder. The IKEA plywood plate-separator



was full of holes, making it ideal for the top of the box. It was then easy to make the clamp frame for the PET sheet to fit on the shelf supports in our electric oven.



Monitoring the wide (25 degC) oven temperature cycle with a thermocouple meant I could find the best point to start and stop the sheet heating cycle.

With the vacuum cleaner running and guided by the side guides on the box, the clamp plate and heated sheet was pressed over the former to produce the canopy.



A moulding line from the gap between the balsa model and its support after marking with a felt pen, gives a precise trimming guide for scissors.



I have been pleased with the results, getting a good moulding on the fourth attempt.

Useful info.

“DIY Vacuum Forming – Complete Video Guide” is one of many thermoforming guides on YouTube. It lasts for over 24 minutes and covers almost everything for thermoforming at home. However, the video author stands on one leg to release the valve on his vacuum tank and I think a vacuum cleaner is an easier DIY alternative.

Trent Plastics Ltd sell PETG (Glycol modified polyester) sheet in convenient A4 and A3 sizes and various thicknesses. I bought A3 sheets, getting four 1.0 mm and two 1.5mm thick for a total of less than £10.00 which limited the postage cost to £3.50.

Mark



THE MANCAVE – Andrew Lowthian

Well it was time to up sticks. 32 years was deemed a reasonable time to stay in one house, so we decided that we would move to a smaller place. After looking at many properties, 3 bedders, 2 bedders, bungalows and many more over 4 months, we both fell for this house in Hoylake. What we didn't realise is the amount of stuff that we had accumulated over those 32 years that we'd lived in Greasby.



After many weeks of travel to charity shops and the tip, we had finally sorted out the mess that was the loft and the garage. Hang on a minute on, methinks, where am I going to put all my model aircraft! Not much storage space in the new place. Oops! So caravan here I come. Well it's sitting there in Larton Farm not doing much and we're not likely to go away in it for a while so it gets filled up to the gunnels.

We move early July, get settled in and go on holiday early August. Coming back refreshed I put the cunning plan into action. I put in a request to bring the models

home, well the front bedroom wasn't being used! 'Er indoors was not impressed and was having none of it.



So

Plan B went into action – BUILD A MANCAVE. I've always wanted one - my own little bolt hole - instead of sharing a garage with a car (now and then), gardening stuff and all manner of things which would never be used - but maybe one

day!

Have you ever tried getting builders to do a small building job. 'Tisn't easy. Responses such as 'you want what?', a sharp intake of breath or you don't hear from them, were the order of the day. Where are the tradesmen when you need one? After a couple of months I got sense out a guy who was working on a house opposite. He gave me a reasonable price and started mid November and that was when the weather turned wet & windy! However they cracked on and by Christmas the structure was sound. A few issues with a leaking roof were soon resolved and by mid January the electrics were in.

When they were digging out for the floor they found an 8 ft length of lead pipe which was from the outside toilet years back and was still connected. So, joy, I had water which wasn't planned. Now it really is becoming the Mancave!

I now have the workbench installed – 2.84mtrs of work surface from B&Q, shelving from Reciprocity (ex-stock Wickes, B&Q and yet to be fitted), the flooring, again B&Q, is interlocking heavy duty foam saving a lot of time and effort such as self-levelling, sealing and painting. Oh and a kettle!



The models will be in their rightful home over the next couple of weeks and I'll be ready to go by the start of the "dry" season. Still a little way to go like painting the block walls and putting up shelves but there is now a fridge for the beer and wine.

Anyone got an armchair?

Andrew

Future Events

5th April– Indoor Flying – NOW CANCELLED

Hilbre High School, 10am until 12pm. £5 to fly. Free parking.

17th May - WRCFS Fun Fly

The usual balloon bursting, spinning and similar daft competitions at Arrowe Park.

3rd June – BBQ

Tea time at the flying field at Arrowe Park. Bring your own burgers to chuck on the BBQ in between flights.

12th July – Club competitions

The annual club flying competition down at Arrowe Park. As well as aerobatic and novice competitions it also contains the Alf Witherup unlimited scale competition.

10th September – Builders cup and hot pot

The annual club evening where club members get to show off their scratch, plan, and kit builds. The hot pot supper will now be start of this evening as it was last year.

*******These are all assuming that the COVID 19 outbreak allows them to run *******