



2020 Newsletter Issue 3 (December)

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@tiscali.co.uk if you want to be in line for a front page feature.



This unusual model is Gray Hawke's Pushy Cat, designed by Vic Smeed in 1952 as a free flight model. It has a 210W bell style motor with a 20A speed controller. It is RC, but described by Gray as 3 channel "radio assist" Photo by Gray Hawke

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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

First things first, I must apologise. I normally have the last newsletter edition of the year out by now, but Covid has changed my working life to the point where finding the time to do anything other than work has become tricky. Anyway, onward and upward... I think the "What's On" section of RCM&E has been a good window on how life has changed within our hobby and life in general over the last few months. When we first became aware of Covid the magazine devoted over a page to swap meets, fly-ins, competitions and shows. Over the following months the list initially remained similar, but with some events stating "cancelled" and with a notice saying check the event is still going ahead, then the list started to shrink.....a lot. It's present state is a combination of the most depressing, and the most hopeful it has been. We are now down to literally a couple of events listed, which is really sad, yet the two events are big shows (Cosford and Weston Park), in a big statement of hope for normality by summer 2021. So I am going to go with that thought; that summer will be normal, social, and fun.

Ant

The Business End

Well...where to start.

We have been in regular contact with the council over the last few months and will continue to do so. They are our landlords, and the proximity of the hospital has meant regular negotiations regarding what activity would and will be allowed at the field. Fortunately the club is held in good regard by the council in terms of safety record, so we have only missed out completely on one small section of time.

The committee have had to be meeting using Zoom rather than face to face, and this posed a potential problem for the AGM. The membership were therefore given a choice, of a Zoom meeting or cancel the AGM and effectively make this a two year term for the present committee. The vote was overwhelmingly in favour of cancelling the AGM. The committee have continued to meet (virtually) since.

Due to reduced flying this year the idea of a reduced membership fee for 2021 for current members was looked into, but the constitution doesn't allow for this without approval at an AGM. A suggestion has therefore been put forward that at the next AGM members could vote on whether to give 2020 members a fee reduction for 2022.

The Committee for 2021 remains as:

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

Membership is now open again, so don't forget to pay for yours. Club membership (£40) needs to be paid by either electronic bank transfer (details emailed out by Dave Buckingham on 30th Nov) or directly to John our treasurer. BMFA fees (£38 senior £17 Junior) can be paid to the treasurer, but ideally directly via the BMFA Azolve portal. When paying the BMFA fees don't forget to pay the CAA registration (£9), which can be done at the same time on the BMFA Azolve portal. Without club membership, BMFA membership, and CAA registration you will not be able to fly at Arrowse Park after December 31st.

The BMFA portal address is: <https://bmfa.azolve.com/>

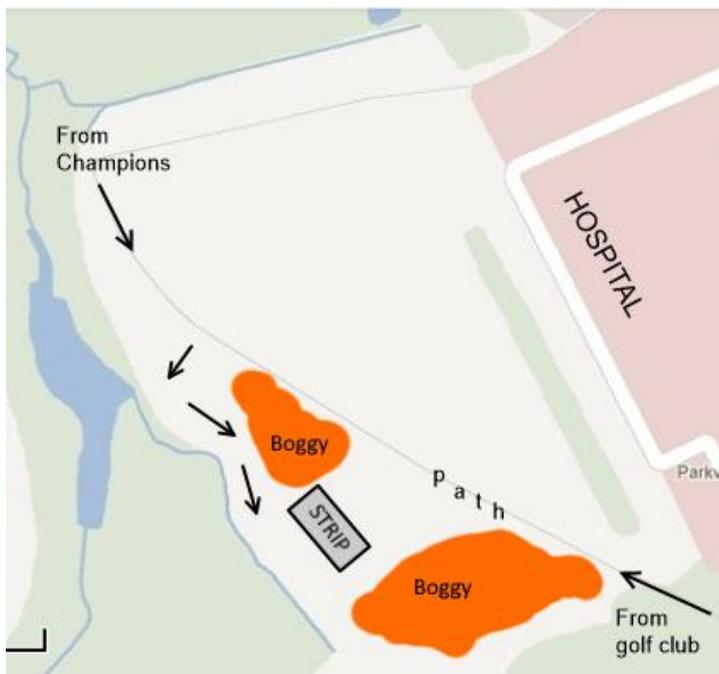
Lever's

We haven't had any opportunity to use the Lever club.....maybe next year.

Out In The Park



After the main lockdown period resulted in no flying at the field it has been back in action again. Although limited to two members at the field for a time, it is back to six at the moment which seems to be working quite effectively. For the time being we continue booking slots in advance using the WhatsApp group, and doing this Colin has even managed to run a flying school on a regular basis. On the subject of training, well done to Alan Bushby who has now passed his A-Certificate. Also to Gray Hawke who very recently passed his A-certificate, and on a day when other people were cancelling their slots due to the inclement weather. Unfortunately we are well into the rainy season now



and although the drainage of the strip itself is good, the same cannot be said for the route to the pits. As is usual for the winter period a specific path needs to be followed to get cars onto the field without bogging down. So avoid the section on the golf club side of the strip, or too close to the strip on the other side, as cars have been known to sink down to the belly pan in both places. Instead only cross the

grass at the point indicated on the map, and possibly park slightly up the slope from the summer parking position. If the field becomes too much of a risk for cars and going on foot becomes the only option (which sadly has happened before) we will let you know.



Undercover

Hilbre school have had no choice but to stop indoor flying, but it looks like that may be about to change. Potentially it might start up again in January is the latest news, but anything more than a couple of days away and who knows what could happen. We will keep you posted.

Battle Of Britain at Arrowe Park



On the 15th September, in groups of no more than six, club members managed to get to Arrowe Park for a socially distanced commemoration of Battle Of Britain Day.

A great line up of warbirds was in display in the park that took to the air throughout the day. This included the Hurricane that used to belong to Alf Witherup that has been restored by Andrew McNulty.



PhotosPaul Rice

Out And About

I guess it is no surprise that pretty much everything has been cancelled over the past few months. Weston Park bravely tried to plan for an Autumn show after their early Summer show bit the dust, but had to cancel for a second time. They rapidly rescheduled again for June 2021, and the LMA have now also set the date for Cosford in July. With the vaccine on its way it looks like we will have some dates to look forward to.

WESTON PARK
INTERNATIONAL
MODEL AIR SHOW

Sponsored By
Drone Aerotech

18,19,20 June 2021

Helifest Event Onsite!

GREAT VALUE ONLINE BOOKING!
Camping £75 Pre booked
£80 on the gate

- Gates open 8am, show starts at 10am
- Saturday evening dusk show starts at 8.30pm
- Model aircraft displays, helicopters, jets and scale
- Full catering and licensed bar
- Off road and circuit model car racing
- Full size aircraft displays
- Model Boats
- On site camping

**Adult £14
Children £6
Family £30**

QUAD FAIR - FPV RACING - SWAP MEET

www.westonparkmodelairshow.co.uk
Tel: 01952 587298 or 07758895068
Weston-under-lizard, Nr Shifnal, Shropshire TF11 8LE

YouTube Facebook

*Subject to availability and weather permitting

Large Model Association
Air Show at RAF Cosford
3rd & 4th July 2021

DW Cheapie part 2

In the last newsletter I showed the Dancing Wings D10 kit that I had started building in the first lockdown. It was a sub £50 kit (delivered) that seemed to be going together well last time I was writing. Well that didn't change, and the model was rapidly covered and has been sat ready for its maiden flight for some time. The only modification I made was to beef up the landing gear support a little. The kit included landing gear and linkages, only needing the motor, ESC, servos and receiver adding, which would be the same as any ARTF.



Apparently after the last newsletter two more of these kits have found their way to club members, one of them being our chairman. In a conversation with him we both decided that the only tricky bit of the entire model assembly was actually gluing the clear plastic canopy onto the hatch, as the plastic starts as a flat sheet.

Anyway, it looks like three of these will be taking to the air in

the near future. It will be interesting to see how they fly, but so far I am impressed.



Cheap Fun – By Paul Devlin

Over the last few years I've been lucky enough to acquire some nice large models, maybe it's the salesperson in me, as my RC hobby tends to be self-funded, buying tatty models, making pretty, getting flying, and selling to make a few quid, ready for the next project!

A couple of years ago, during a club auction I picked up a small electric Spitfire. Not knowing anything about it, I was thinking a quick tidy up, and sell on, but once the work began, I realised what I had. It was a Parkzone mk1 Spitfire, made from a very early version of foam, well actually it's more like a plastic than foam. No undercarriage, a chuck and fly, and belly flop. It has a small brushed motor, with a very noisy gearbox, ailerons, elevator, and throttle, that was it, and powered by a small nimh battery. The paintjob was a bit "toyish", but at £25 buying price, I Didn't have much to lose!

I've found that on selling sites like Ebay, a good-looking model, supported by a video of operation, be it rc boats, planes or anything else, will maximise the sale, so first job was to see if it flies.

Initially a 2 cell 2200 lipo, down to the park to see what happens. Now I'm a definite right hander, absolutely useless with the left arm, so having to throw a maiden flight and catch the elevator isn't an easy task, but full throttle (which wasn't much) and up it went, some gentle trimming and wow, what a nice pleasant flying model.

However, underpowered (and I'm not a speed merchant) short flight time of a couple of mins and a terrible noise from the gearbox made me think I can do better with this plane.

Over to the internet for some info, RCGroups having a dedicated thread, which was a great find! Seems all owners ditched the brushed set up for brushless, a small motor, in the region



of 2000kv, and 3 cell lipo giving a much longer flight time and a load more power. A rummage in the spares box found a 1800kv outrunner, now the fitting, it was a lot shorter, and what about thrust lines? I felt if I got this badly wrong, and it went diving into mother earth this fragile feeling 10-year-old plus model would disintegrate, so I kept telling myself £25, £25! After some trawling on the net, I was lucky enough to locate an old stock brushed to brushless motor mount conversion, for about £15 as I recall, so it was worth the investment to get things right.

This was coming from America, and being a meanie, I opted for snail mail cheapest postage option, so now with time on my hands I did what I usually do, spend ages and ages making it pretty before I knew it would fly!

A real good source of info for a repaint, go to Callies Graphics website. For those that are not familiar with Callies, they do excellent decals, but they also tell the story of certain planes, I love the stories and always try to model my planes on ones with a great story. I opted for a real beauty, Spitfire N3200 MK1, made famous by having enlarged Roundels, and featured in many documentaries and films. Here is the story

In the summer of 1940, a massive operation was underway to evacuate the British Army from the beaches and harbour at Dunkirk, France.

Hundreds of thousands of troops, including French and Belgians, had been cut off and were surrounded by the German army during the Battle of France.

Death or capture seemed the most likely outcome.

However, salvation would come during Operation Dynamo at the end of May that year, as dozens of 'little ships' crossed the English Channel to aid the evacuation process.

And among the brave pilots who protected the vessels - mainly private fishing or pleasure boats - and Allied forces from the Luftwaffe was Geoffrey Dalton Stephenson in his Spitfire.

The Commanding Officer of 19 Squadron at RAF Duxford, he was shot down in combat on May 26 while flying his Supermarine Spitfire MK1 N3200.

Stephenson had to ditch his plane after bullets hit the radiator - forcing him to crash-land on a beach at Sangatte, near Calais,



He was soon captured by the Germans and became a POW.

Stephenson tried and failed to escape

several times, and was moved to Colditz Castle.

After the war, he continued to fly for the RAF and rose to the rank of Air Commodore.

Tragically, he died in November 1954, at the age of 44, while test flying a Super Sabre as part of an exchange trip with the US Air Force.

Meanwhile, his plane, became slowly buried under the sand.

Following a freak tide, the plane which had been buried for years emerged, It was eventually recovered in 1986 and restored. not much was left, but enough to keep the original number.

A trip to Wilko's, and brown, duck-egg and green tester pots, at £2 each, the cheapest repaint ever! If you like painting models, invest in a cheap small compressor and airbrush, the results are quick, and to me just look a bit better than hand painting, especially getting the camo feathered edges. I thin the paint (which is just emulsion) using windscreen washer fluid, this evaporates quick and doesn't clog the airbrush as much as water. This process only really works for smaller projects, as a small compressor gets hot after 15 minutes at 25 to 30pa, and the airbrush tends to start clogging up.

I felt I needed to be extravagant and get the decals from Callies to finish things off, they are very nice!

Eventually the motor mount arrived, and was installed, and using a 3 cell 2200 mAh lipo it was re-maiden day . Away it went, the power was really a game changer!, and flight times of over 10 minutes, however the inevitable happened, approx 5 flights in. Doing a steep dive, and going quite fast, the one-piece wing gave up and snapped in half, it was never meant to take all those g forces, luckily on this particular day the flying site was surrounded by a field of very long grass and the remaining bits plopped onto this. I was amazed to find the fus and tail in one piece, but wings, cowl and spinner destroyed. Well that's that I thought. Several weeks later a friend asked after the Spitty, telling the tale he said he knew of one that was broken years ago, but the owner still had it, a short time later it was in the boot of my car, for free! Fus was smashed, but wing was perfect! how lucky!

Back home the project started again, this time glass clothed the wing using easy composites (check this Staffordshire based store for carbon, epoxy etc) lightweight EL2 resin and very light glass cloth. This is a horrible job, I hate it, but ended up with a rock solid wing. Still having paint left, and homemade wing roundels, its back in the air.

This plane, the cheapest by far in the hanger, probably gives me the most pleasure, whilst it sits next to models worth hundreds of pounds. No churning stomach feelings like when your pride and joy comes out, it fits easy in the car boot, no worrying about the state of the strip with no undercarriage, cheap lipos, and very little to go wrong, it can give that very quick stick fix after a day at work on those lighter summer nights, or early mornings. Very quiet, you would not even know it was flying.

Sometimes the more you spend, and the bigger you go, might not always give the best results!

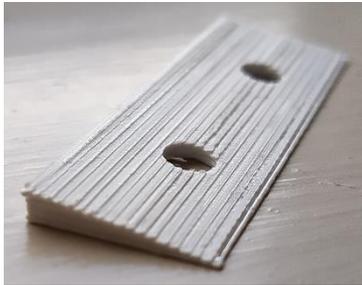
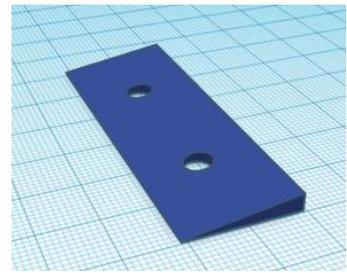
Paul Devlin

3D Bits and Bobs

Steve A is a bit of an expert with 3D printing, and I have had the odd chat about it with him. Some of you may remember him bringing a full model he was 3D printing to the hot pot last year. It was very impressive, but I must admit I viewed it as a scary idea taking on construction of a whole plane this way. Fast forward to lockdown #1 this year and I found myself looking at the cheap 3D printer I bought for my daughter several years ago



at approximately the same time I was pondering a problem on a model. The Problem with the model was that although it flew well, it nosed over all the time, in other words the wheels seemed to be a little too far back. I looked at the mounting plate and undercarriage and realised that moving the position was going to me messy. I decided that a simpler plan might be to angle the



mounding plate to rake the undercarriage forward, and was about to reach for some wood, when I thought of the printer. I hadn't used it before, so I installed the software, checked the calibration (simple measurements) and tried a test print from a pre made file from Thingiverse (an online repository of free to use 3D print files). I then found a simple free online drawing

package called Tinkercad and followed its online tutorials before drawing the simple wedge with two holes in that I required. I sent it to the printer, and within half an hour I had the perfect bolt in part. Long winded compared to using wood, but only because I was learning the system. I can now see that there are other situations where a part that would be awkward to make by hand could be drawn and printed really quickly.



.....Maybe one day a full aircraft model Steve....

Ant

Future Events

The first Sunday in every month – Indoor Flying ...SUBJECT TO CONFIRMATION
Hilbre High School, 10am until 12pm. £7 to fly. Free parking.

Hopefully more events can be added as restrictions change during the year.