



2022 Newsletter Issue 1 (April)

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.



Dave Buckingham's Dawn Flyer. Originally designed by Lindsay Todd for RCM&E and built by the late Dave Burton, it is good to see this model back in action.

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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

Well I taught myself a lesson today at the field, don't try and be too clever without thinking it through. It was my second flying day of the year so I was probably still a bit rusty, and although very flyable the wind was a bit gusty. I had flown my Extra 500 twice and enjoyed both flights, but the Extra (poor mans Learjet) comes in a bit quick. On my third flight I had a brainwave which was to deploy the flaperons (which help shorten the take off run) on landing to allow me to drop the landing speed a bit. Unfortunately that was where the thought stopped, and I didn't think about the fact that it then gave me reduced aileron throws. So when at only a couple of feet off the ground the wind suddenly decided to give it a bit of a shake I didn't have enough control throws to stop the wing clipping the floor and cartwheeling it. I have had plenty of time whilst repairing it to contemplate the fact that I really should have thought this through, probably on the ground and not whilst most of my brain was working on guiding a plane. Oh well.

It was a reasonable turnout at the field both times I have been down and a friendly atmosphere as always. I have flown at a few sites over the years and I still rate our field as one of the best to fly at. Here's to a good year flying this year.

Ant

The Business End

New year, new committee.....well old committee with a few new faces. At the AGM Bill Bonner and Billy Bennett announced their retirements from the committee after many years of service. Our thanks all go out to them.

The new committee is:

Chairman	Andrew Lowthian
Secretary	Dave Buckingham
Treasurer	John Griffiths
Newsletter ed	Anthony Cliffe
Web Master	Martin Brookes
Safety Adviser.	Paul Devlin
	(Assisted by non committee members Steve Muscatt / Mike Smith)
Comp Sec	TBC
Executive Member	Andy Nickson

John has announced his intention to leave the committee at the end of 2022, so if you think you would be able to assist in the role of treasurer then please let a member of the committee know. He is quite happy to go through how it all works with anyone who is interested.

Some good news from the council. As you know we were unable to access the field for nearly two months after a storm blew trees down across the paths. The council have agreed to our request for a two month rebate on our rent.

On a sadder note some of you may have flown with club member George Orr who passed away recently. Our condolences go out to his family and friends.

Lever's

The AGM was our only event at the Levers club since the last newsletter. It has to be said that the turnout was low and we only just reached the point where we were quorate. I realise that Covid was (and still is) an issue, but ideally the AGM should have as many of us attending as possible. It is the main chance of the year to catch up on what has been going on and to have your voice heard regarding the future of the club.

We often have our hotpot in the Spring, but this year it has been decided to move it until September. The reason is twofold; to avoid the climbing Covid rate in the cold months, and to become a joint event with the builders cup.

Out In The Park



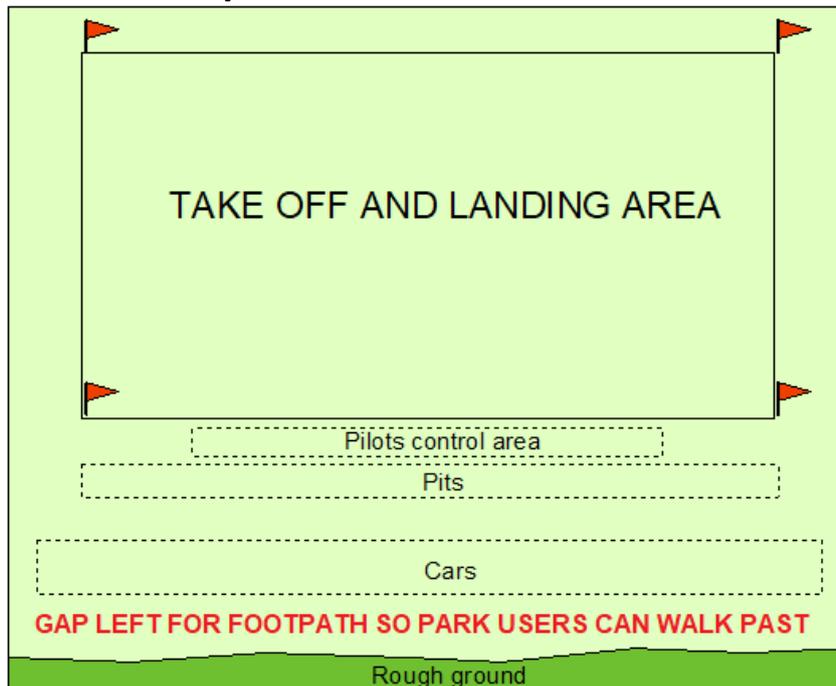
The flying field at Arrowe Park is getting plenty of use and the approach to it is now quite dry and firm. The most popular flying days are still Saturday and Sunday but weekdays are still getting regular use. The WhatsApp group is the best bet

if you want to be sure you won't be alone at the field.

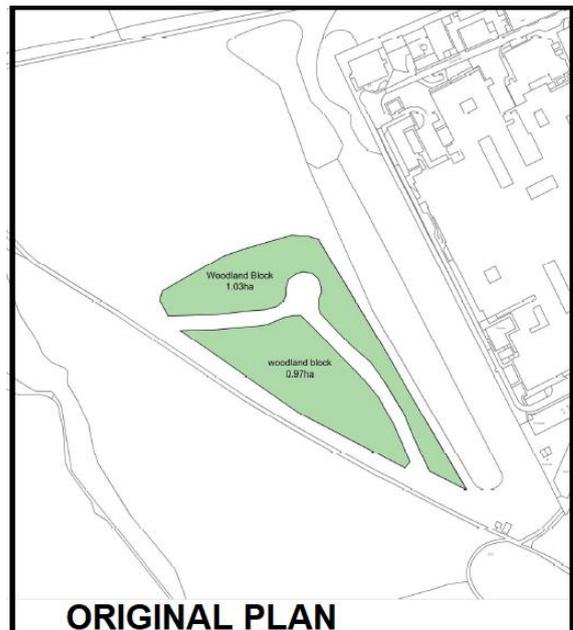


One thing we need to be careful of at the field is losing the definition of the various zones that we have for safety reasons. We have started leaving a bit of a gap at the edge of the field to make sure that people can walk past outside the cars and not through the area we have models. Please make sure that the gap is only slightly more than the width of a car or everything else gets unsafely cramped together. On a

recent trip to the field the gap beyond the cars was so large that the back of the cars was the pits area, and for safety the pits should be separated. The reason for this is to keep live engines to the area close to the pilot box and take off area, and away from where people (including interested bystanders) may walk. A reminder of our field layout is shown below.



Most of you will now be aware of the tree planting that has happened on the field in recent weeks. The committee were alerted to this only a few days before it happened, and in such a way that made it obvious that we hadn't even been considered. The idea was to create a Covid memorial, which is a great idea, but the original plan was that the bulk of the trees would be directly opposite our flagged area between the path and the hospital. Initially this would only be an issue for poorly timed dead stick landings, but within a few years would mean an obstacle we were flying over on every circuit and may eventually have reduced the club to park fliers. The committee submitted an objection and pointed out alternative locations, and managed to get Andy Symons to the field for an emergency meeting with the person in charge.



The outcome was that the woodland has now been planted at the far end of the field, mainly over the brow of the small hill on the field. At the moment this makes it completely out of site, and even twenty years down the line it shouldn't really be an issue.

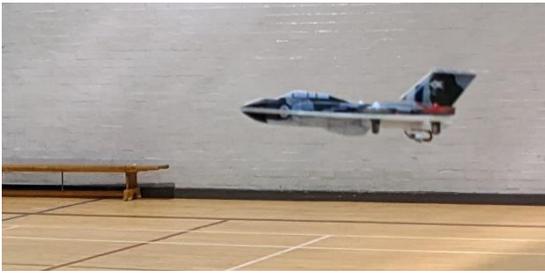


Undercover

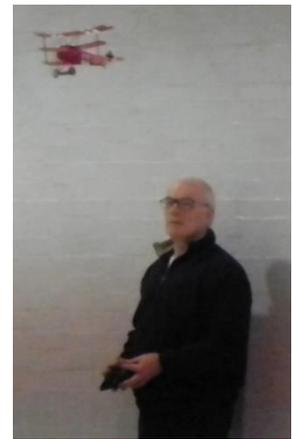
Once a month over the winter period there has been an indoor flying session at Hilbre High school. This has been the perfect way to guarantee some flying time irrespective of the weather, and there have been a lot of storms this year.

The sports hall at Hilbre is quite large (enough for three or four badminton courts) and has a high ceiling. The models flown have been fixed wing (scale and aerobatic), helicopters and





quads. The one thing that I have realized though is that we tend not to have the 1m+ lightweight aerobatic profile models that were common a few years ago; maybe next year.



Out And About

It is a bit early yet for shows but it looks as though as we move into the “living with Covid” era most are intending to go ahead this year. The two big local ones are Weston Park (17 to 19 June) and the Cosford LMA show (2-3 July) and they are already selling advance tickets. The big disappointment is that The Nats (BMFA Nationals) will not be going ahead. Apparently the BMFA were unable to get agreement from RAF Barkston Heath again meaning a third year without it. The concern now has to be that it has gone for good as the BMFA find ways of running the competitions on different sites on different days. This will be a real shame as it was a completely different experience to any of the normal shows.

New for 2022

I put a shout out for pictures of models that were new to people for the 2022 season, and this was the result:



NEW
FOR
2022

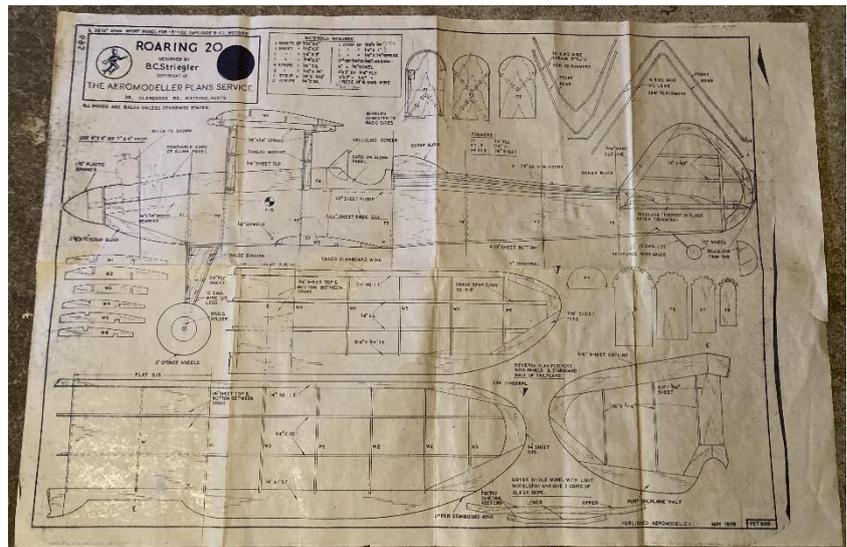




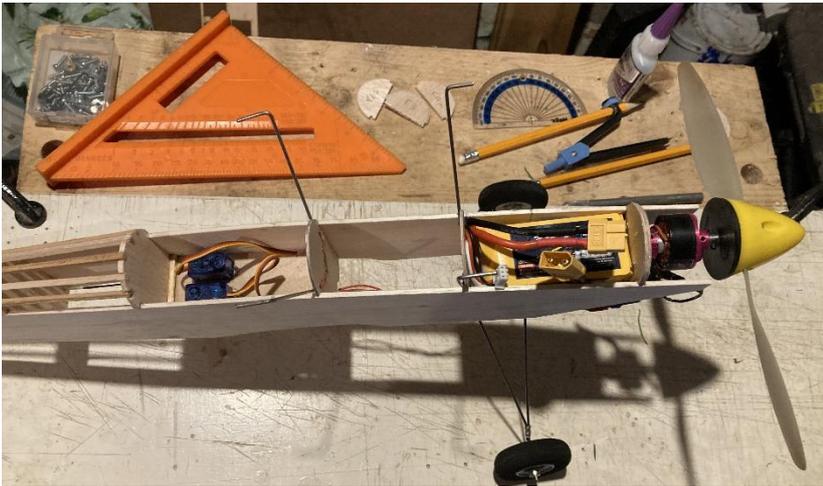
Roaring 20

Here are the pictures of my old-school scratch build over the past couple of months.

I first built this model in my 20s as a free-flight diesel powered sport flyer. It was a great little plane, especially once I replaced the original Mills .75 with a tiny little .5 cc diesel, giving just enough power to keep it about 10 feet off the ground going in lazy circles.

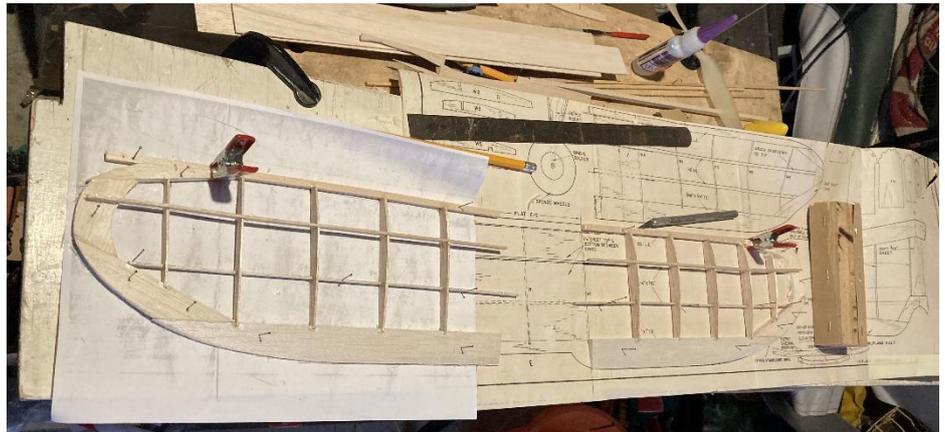


Anyway, obviously kept the plan, which I rediscovered in a box in the loft some 40 years later - so why not give it another go?



Conversion to 3-channel micro RC and electric meant a bit of redesigning, and there isn't much room in that skinny fuselage, but it just about fits.

I hope I don't get any nose-first landings, because all the strength up front in the original design came from the beech engine bearers cemented to the fuselage sides and they're not there any more!



I'd forgotten how much work there is in marking out, cutting and finishing formers, ribs, tip outlines etc - even those of us who enjoy building are spoiled these days with laser cut kits and parts sets.

Looking forward to spring takeoff!

Gray Hawke



Indoor Javelin

I have seen a couple of articles over the last few years where quads have been made to look like fixed wing aircraft. This might seem like an odd thing to do, but the intention was to end up with something that would ordinarily be too fast to fly indoor that would actually fly slowly and in a small space. So I thought.....how hard can that be.....

During lockdown I was one of several people who bought cheap quads that came with wings and a hovercraft base, so I figured this might be a good start point. I

looked online for 3 view images of various aircraft, the Harrier being the most obvious, but

unfortunately it's wing shape seemed hard to sink the fans into. Eventually I settled on the Gloster Javelin as the large delta seemed a good shape.

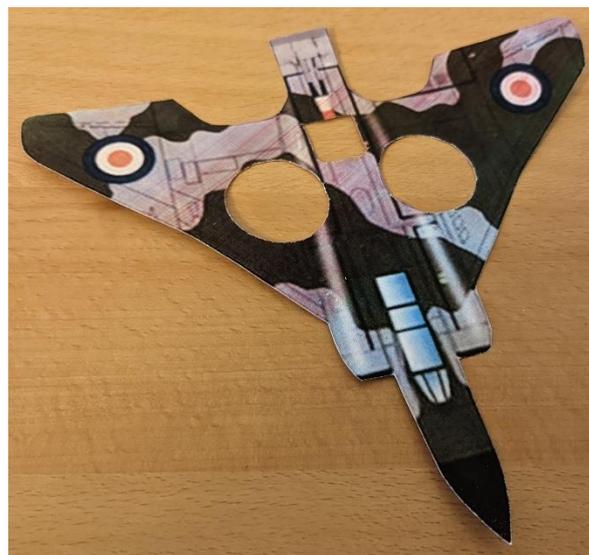
Oddly all the 3 view images I could find were different scales in the different views, so I split one up and made them all the same scale before reassembling in a way that they would all just fit on a sheet of A4 paper. This was then printed out on a sheet of adhesive label paper and each of the sections cut out. For ease I then placed the original wing over the top view of the Javelin



wing to mark out the fan holes and the hole for the battery and body clip. These holes were then cut out before sticking it and the other parts on to a piece of 3mm depron. A knife was then run round the outline of each part so that it was all ready for assembly.

Before assembling a smear of epoxy was put anywhere that the quad was going to clip in to add some rigidity. The quad was then slotted in place (I dusted it with grey spray paint first) and the vertical body sections cut to fit round it. These were then glued in place using UHU POR before the horizontal stabilizer was glued to the top of the tail.

Initially I tried flying it with the rear fans at 45° but it didn't want to take off (I assume mainly due to the extra weight). The quad then had the fans laid flat in the normal layout and it flew. It was easy to fly around and after a while it was possible to make it look like it was



flying normally, just very slowly. In fact if anything it's slow speed was a bit of an issue as I would have liked it to go a bit faster. I ended up making a second one using slightly thinner depron and not doubling up on the body thickness to reduce weight, but the flight characteristics were pretty much the same. In fact it appeared to initially try to set off at speed, but then flatten out as if it was actually the control unit in the quad that was the limiting factor on speed, so maybe a different base quad would allow for more speed.



Anyway, it is a start point and it works, and I have flown a slow jet at the last two indoor sessions at Hilbre. I have included the image that you can print out to have a go yourself if you are so inclined, and maybe you can improve on it.

Ant

Future Events

15th May - WRCFS Fun Fly

The usual balloon bursting, spinning and similar daft competitions at Arrowe Park. This is now timed so that we can have 4 aircraft in the air at the time of the BMFA record attempt.

10th July - WRCFS club competitions

F3A, Aerobatic, Novice, Helicopter, and the Alf Witherup Unlimited Scale competition. All at Arrowe Park.

8th September – Hot pot and builders competition at the Lever Club

Annual hot pot meal in conjunction with the Ivan Mottershaw builders trophy. Bring your plan, kit, or scratch built models for peer judging. The meal is free for members.

