

Wirral Radio Control Flying Society

Newsletter No1 2023



Photo:- Gray Hawke poses with his latest creation the Bell X52 pre first flight

A new year, and a fresh look, we bring you the first newsletter for 2023. There have been quite a few changes on the committee so lots of fresh points of view and a fresh perspective so please contribute by offering feedback, good or otherwise. Let me know what you feel can be improved and we will try to take as much as possible on board.

I aim to get down to the field on a regular basis so don't be shy of the camera if you see it pointing in your direction. In addition if you have anything interesting you would like to contribute then please forward to our wrcfcommittee@outlook.com email mark 'Newsletter' and it will find its way to me for inclusion in a future issue.

In this issue I will try my best to introduce the committee, a stance from our first committee meetings on how we would like to move forward. Plus the usual round up of who's doing what, where and when – model flying wise that is.

The New Committee – an introduction

Chairman – Paul Rice

Paul is an avid scale model maker, specialising but not exclusive to classic warbirds and has been building for select clients for some years. Paul came back from the USA some 10 years or so back having established himself in the USA as a fine modeller with several competition wins to his credit. Paul is a regular flyer at the park with a skill for packing the maximum number of models possible into his car!

Treasurer – Andrew McNulty

Andy said I can make up his profile, oh what an opportunity! In truth we have here a very level headed cool and calm businessman whom will be a genuine asset to the club as treasurer.

Secretary – Paul Devlin

Paul started with model boats which eventually led him to water planes so watch out if we ever have serious floods at the park. Sport and fun models are his mainstay with the odd scale model thrown in for good measure.

Newsletter Editor – Lindsay Todd

Lindsay has been a member of the club since 1977 when he joined with his father. He has flown at many public shows, events and competitions in scale and F3a Aerobatics including the National Championships. He is also a BMFA Examiner for fixed wing and helicopter and regular contributor for RCM&E magazine.

Web Site – Martin Brooks

Martin will look after all things' web site related to try and keep us up to date with images and information and of course events and our newsletters.

Exec Member – Mike Smith

Mike is another long-standing member of the club and has had a go at most things including helicopters and jets. He has a wealth of knowledge and experience to bring to the members and committee and will act as our Safety Executive, a sort of go to man as and if necessary for all members.

All communication, be they compliments (we wish), complaints, items for the newsletter or general enquiries should be forwarded through our email below:-

wrcfsccommittee@outlook.com

The Outlook, your new committee's perspective

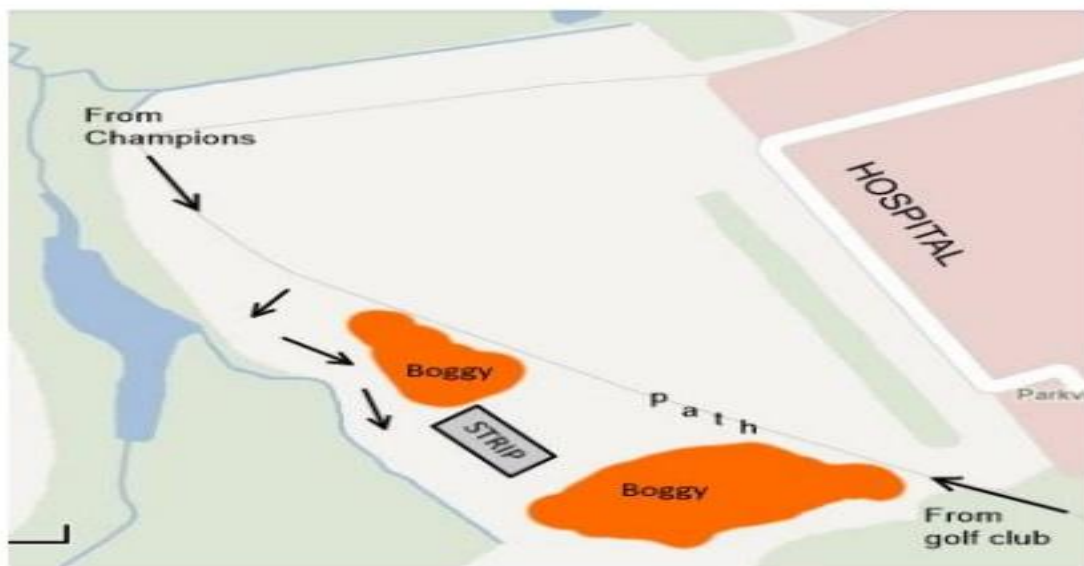
Following our first meeting and of course the inevitable passing of emails and messages we are starting to move forward a little and gaining a better perspective on how we can best handle the management of the club over the coming year.

Financially the club is relatively stable which can only be a good thing however this is reliant on annual memberships and event participation to maintain the status quo. Over the past years the club has seen the membership reduce and this is a concern moving forward so we need to take some form of action to stabilise and increase numbers moving forward. Quite how this is to be achieved is under discussion within the committee and will be discussed further with the membership at future meetings. The obvious options of communicating with local groups and associations has already been raised as well as opportunities to promote the club activities further afield to try and build the club profile is also under consideration. We welcome your thoughts on how the club might propagate new members.

Whilst social media is great within the club we are very conscious that the running of the club should not be 'open topic of conversation' on social media. There are lots of reasons for this, the most obvious being simply bad policy so we will be re introducing club meetings which will provide an opportunity to discuss, debate and implement actions. At the end of the day the club belongs to the members and the committee are there to manage on the clubs behalf so it needs this format to function properly. The first club meeting has now passed and was deemed a success with 17 members attending, future meetings will be notified to the membership so any points for discussion please come along and discuss. We will also be deciding dates for events so come along and have your input. Please do your best to attend so you can participate in the decisions being made on your behalf.

Just a reminder that at this time of year the strip can still get quite wet so we need to be sensible when driving down and avoid the 'boggy' areas.

The best routes have been identified before but here is a gentle reminder.



Field and Workshop Gossip

It was late February when I first ventured to the field following a rather annoying cold across Christmas and what seemed to just suck the enthusiasm from me for the next couple of months; or was it simply the winter months having greater impact as we get older. Perhaps in truth it is a little bit of both as my normal activity in the workshop has also been a little bit lacking this winter however there is nothing like a trip to the flying field to reinvigorate the mind and senses and re kindle the enthusiasm. I actually find it is not the flying but seeing everybody else and the odd few new models that brings me out of my lazy stupor and to get on with my never ending list of projects.

I have a number of objectives this year. I have a couple of my own designs ready to commit to those friendly people at Slec whom do an excellent job interpreting my drawings to provide me with laser cut parts. I have another already cut and waiting for a clear bench to commence and then of course a few models that are still in the construction zone that need attention to get them finished. One of these being my long standing, almost embarrassingly long standing Bristol Blenheim 1V which I am determined to get finished for the summer. For those unaware this is a 96inch span twin 20cc powered model that I started some 8 years ago before we then decided to move house and the

inevitable delays occurred as other projects took over. It now literally needs final paint and fitting out with radio so annoyingly close but more on that another time.

I also took advantage of a deal at Steve Webb Models on a Seagull Steen Skybolt in black and gold scheme. I have actually fancied one of these for quite a while and have a 20cc DLE to come out of my Sports Cruiser that has served me very well for the last few years and earned its retirement for a while at least. By chance when talking with Paul Rice (limey) it turns out he has also purchased the same kit so look out for the synchro display during the summer (or not). Should be a nice model by all accounts Pitts style but a bit longer in the fuselage length and span so of a less nervous disposition but still nice and agile so should be fun.

Back at the field it was a cold but calm Sunday in late Feb and although Saturday had also been flyable this was my better option so I arrived around lunchtime thinking there should be a few people around. Already on site were Colin Martin, Gray Hawke and Alan with a couple of models each. Colin with his favourite aerobatic hack in the red, white and black SBach and the ex-Dave Burton Seagull Seafury that was converted to electric power. I have to say now Colin is very familiar with the Seafury and it flies beautifully. (I do miss the noise though).

Alan, keen to pursuit his aerobatics was pushing his E-Flight Extra 300 and pseudo shock flyer as hard as he could. I like people who push the envelope gently, it is the only way you improve, and it shows in his flying and indeed enjoyment for himself and those watching. Surly we are getting close to sorting out that B Certificate, just let us know when and Colin and I will oblige.

Alan Bennett had a couple of choppers with him, the Align Trex as stable as always and you can tell the comfort people have with models, particularly heli's when they start throwing in the odd loop. The other helicopter was a micro affair which for the life of me cannot remember the name. We stood around watching and discussing how not much more than 10 to 15 years ago this technology to fly a micro helicopter was beyond comprehension!



Gray had brought along a trilogy of models including a rather vivid dayglow orange affair with twin booms and pusher power. This turned out to be a Bell X52 from a Sarrik plan pack and based on the full size prototype that I don't believe actually flew. At about 40 inch span the model has a 50's fighter jet look but the original was actually design as a turbo prop pusher and the hole up front was to feed air to the engine. Allegedly this was for proposed carrier use although quite were the arrester hook would go is a mystery. This was the first outing of the model so Gray sensibly took

opportunity to test out the ground handling and power, proving a few tweaks to the U/C and shorter grass would be beneficial and so chose, sensibly, to wait for another time before committing to aviation.

Almost Ready To Fly, or Almost Ready To Fail experiences by Paul Devlin

ARTF models have over the years become the go to for those that want to progress past 'foamies' and want something that looks more like a 'proper' model plane with an engine up front. Well for pilots like me who don't have the skill, patience or time to build from scratch anyhow.

With this in mind, last year I decided it was time to scratch the itch of a large model with a decent engine up front so that I could start the journey of learning basic aerobatic manoeuvres.

I wanted a model that was easy to set up at the field, handle less than perfect landings, capable of flying in wind, and off winter strips without the fuss of retracts and worrying about a precious scale model getting all muddy!

I thought back to my A cert plane, which was a 'foamie' Chris Foss Wot 4, reliable (boring!) relatively forgiving, a good glide, and predictable to take off and land, and capable of manoeuvres that would suffice if I was heading for B test. Wanting something larger, I decided to try a WOT 4 XL, as it ticked all of the boxes, and I had a Laser 150 4stroke on offer from a friend.

After a couple of months waiting for a second hand air frame to come up for sale, I realised that they fetched very good money, or were very tatty, so after raising some RC cash by selling a couple of models, I hit the internet to source a new kit.

A few days later a very large box was whisked into the man-shed from the back garden gate to avoid you know who, and the journey began. I hate wood and everything associated with it, give me metal, no problem, plastic, great, foam, wonderful, but wood, no, it's meant to grow in parks, and woodlands, not be turned into something that flies.

I'm a bit OCD. I like to do a lot of research before I take on a task, even as simple to some as assembling a WOT 4, and in XL size, everything should be easier to do, but turned out not to be the case. Out of the box, I was disappointed to see the covering was wrinkled on the wings, the hardware such as clevises were poor quality, the fuel tank bung was crap, the tank not much better, and the enclosed diagram for drilling the firewall to take the motor mount wasn't in the kit.

Then assembly began, I had read that all sizes of built up WOT4 have a weak undercarriage mounting where they bolt to the bottom of the fuse needs strengthening, so this was the first task to remove and build on a long piece of my Mums sideboard to make this stronger. The next big issue was fitting the vertical fin. I found a thread on the internet from several years ago, where it was reported to Ripmax that the fin was 3mm too short, so when assembled into the fuselage it was just floating without structural support, something that wasn't very evident when offering it up, I measured mine, and sure enough 3 mm short and destined to fail prematurely.

I decided to contact Ripmax and discuss all of the above issues, this wasn't a cheap kit! After several promises to call me back, which never happened I had a discussion. Ripmax blatantly denied all knowledge of the tail fin issues, I pointed them to the discussions and complaints from several years

ago and was told this had been fixed, I must have received a one off, or old stock (7 years old!). The poor wrinkled covering was passed off as well you are a modeller so you can fix this, same with the undercarriage issues that are a common fault.

Now, if anyone has assembled one of these, how the heck do you get the elevator rod down the fuse, and out of the sides, without damaging the covering! It's a stick for easy description, with a metal fork at the end, once down the fuse from the servo bay, the fork ends come out of the fuse left and right side to connect to the elevator horns. The fuse on the WOT 4 narrows quite considerably, and the forks are wider than the fuse, so as you violently push it down the fuse it wants to rip the covering from them inside. This took hours, eventually with a tie wrap around the fork, and a lot of swearing a cursing finally got it fitted.

With a new tail fin 3 mm longer, and a change to the stock colour scheme, the laser 150 gives it plenty of torque for slow flight, and the ability to gas up to verticals etc with ease. Bigger wheels fitted, it's a very nice winter model, but the story doesn't end there.

If I make an error flying, I will admit it, I won't hide behind it browned out, not my fault, got distracted, servo failed and so on, however whilst making a gentle turn it slowly flipped over onto its back and went in, wings survived, but fuselage was knackered. Unfortunately the receiver battery had become disconnected in flight so I could not see any info from the receiver, all servos worked fine, so the mystery was unsolved. I later bought a tatty airframe and gave it a tidy up, not wanting to have another episode like previously! The Almost Ready To Fail Ripmax WOT 4 XL.



Paul's frustration's are all too common, the issues maybe to those of us from a traditional model making background minor but understandable none the less. Perhaps this is again where the club meetings can offer member support by tapping into the experience of its membership and gaining some valued hints and tips to resolve such issues. You will always find someone whom has dealt with similar circumstances over the years.

Rogues Gallery



What's On! - a couple of local events on the horizon

15th April - Delyn Swap Meet

16th April – Deeside Open Day & Swap Meet

All contributions gratefully received, just send to our committee email address
wrcfscommittee@outlook.com

That's it for this issue, see you at the field soon.