

BFRCMS NEWSLETTER (The 'Flyer' OCTOBER 2010)

Dear Members,

Welcome to the latest edition of the BFRCMS 'Flyer'.

The flyer will now be edited by me, Glenn Block, the events secretary. Firstly may I thank Mark Conlin for his time and effort in writing our flyer. Mark's work commitments have been taking a large portion of his spare time and he now feels it is time to pass on the production of the "Flyer" to me.

Glider competition

If you didn't turn up to the first of this year's club nights, you missed a fantastic evening of laughter and modelling skills (the word skills used loosely). The turnout was very good with modellers from around the North West. Lancaster, Barton, Preston and Fleetwood were all well represented. Each entrant was given a glider kit that contained a 12"x4" x1/16" balsa sheet, cutting board, sandpaper, pencil and a knife. Also provided were cyno, straight edges and plans to speed completion of the task. 21 gliders were built and trimmed within the hour allotted, although more time should have been given over to test flying. But the rules stated 1 hour. Each entrant had 3 flights and the longest time counted. There was plenty of barracking and encouragement to give everyone a good laugh.



The usual suspects having a go The Lancaster lads getting stuck in



The blind leading the blind!!



The master and his apprentice



The Trophy



Test flying and trimming



John with the winning glider and trophy The 25yr old secret weapon

John Prothero sided with Fleetwood to win the competition with a time of 4.53 seconds. Trevor Smith made a glider that flew very well and should have won but he was let down by his last throw and only scored 3.57 seconds to place second. One of our newer members, Peter Eyres, had a flight of 3.87 seconds to round off the places. Jeff Perkins from Preston Helicopter Club would have won hands down if the scores were based on style and execution; he managed to roll his glider on all three flights. Jeff took a video of the night which he has placed on YouTube under "Blackpool and Fylde indoor glider competition".

<http://www.youtube.com/watch?v=rlmtvw7rDAg>

Electric corner

The last miracle, three wise men were following a star. The second is the next article from our president Dave Swarbrick

Never Say Never

After all I have said about not wanting to go down the electric model route, here I am telling you about how I did finally succumb to the dark side.

Electric models had not set my imagination alight as they all looked the same (ARTFs anyway). They were all much of a muchness, red white and blue, with Yaks, Extras and Edges all designed like so many jelly mold cars.

I then saw the Sebart Miss Wind 50e, silly name I know, but what the hell. The model is, in my eyes anyway, a stunning looking futuristic biplane. I was sold on the idea and within about 5 mins of reading the article I had bought it complete with the recommended motor, a Hacker 50.

I knew if I was going to dip my toe in the water of electric flight I had to do it properly and give the black art every chance of success. So I was fairly confident that I had made a good choice with both the model and the motor, I had started at the higher than average end of the market. Only time will tell.!!!

I spoke to John Higgins about batteries and speed controllers. John explained in reasonably easy terms what I needed and why. Thanks John. I then contacted some Chinese company and two 6s 4000mAh lipos and 80amp speed controller was winging its way from the Far East via Switzerland??.

The model arrived the next day and it was all I had expected from a good designer and manufacturer.

I used four Hitec 5065 mg digital servos in the wings and two standard size Futaba digital servos on the rudder and elevator. The only things I changed were the stupid little fittings that fasten to the servo arm and you push the push rod through and tighten it on with a grub screw. All these were replaced with Kavan quick links and it works perfectly. The only things that needed doing on the "build" were

to glue the hinges and control horns in place. The hinges are the fuzzy type and the horns are very nicely made out of GRP.

The lower wing mounting is with a dowel at the front and a single 4mm socket head type screw at the rear.

The inter plane struts are fixed to the lower wing with carbon fibre rods of 2mm diameter and push in through the leading edge and locate through the struts. The top wing is mounted in the same fashion with three C.F rods. One through the centre section leading edge and again the others through the leading edge and into the wing struts. All this makes the airframe very rigid.

I used a Futaba 2.4 RX and put each aileron on its own channel so each one can be individually trimmed, with one each for the elevator and rudder, the last one being the speed controller. I used a separate A123 cell battery for the RX, as I was using all digital servos I did want to use a bec system.

With getting the motor that was recommended all the holes had been drilled in the right place on the firewall. (Do you still call it a firewall on an electric model), so everything fitted perfectly, the S.controller was mounted in the airflow as was the 6s battery, no added ballast was needed as the model balanced perfectly on the rearmost CG setting.

With everything charged up I was off to the field on a quite windy afternoon, the field was a bit wet and the grass was long but the 16x10 prop appeared to be pulling OK so a test flight was tried.

The model took off and nothing needed trimming it just flew perfectly, loops rolls knife edge loops all were done quite easily and soon the timer was telling me to land. On John's recommendation I had set the timer to 7 mins. The landing was uneventful. I changed the battery and flew again so within half an hour I was going home again to be greeted with, "That didn't last very long and how many pieces is it in." The response was unprintable.

The following week I returned to the field on an almost perfect day, quite a few others were present who decided that they should check things like motor timing, wattage, and all sorts of horrible sounding things. It seemed to cause great amusement when I said that I just fitted the motor and flew the damned thing. I was not supposed to let the battery get to low or give it to much throttle. Anyway they had all this hi tech gear with them so they must know what they are doing, I just sat back and watched as John and Paul sorted out all my

problems. The second flight was OK as the motor had stopped screaming like a banshee when I went from low to high throttle to fast and it did seem to be pulling better. John had a go, Phil had a go, and decided it was a lovely model to fly, and I agree it is a lovely model to fly. For the first 4 or 5 mins it is fantastic then things start to feel a little sluggish.

I am glad I tried the black art, maybe I have flown models that have unlimited power to the end of the flight for too long, but I do not think that I will be pursuing this side of the hobby for very long.

14 minutes of flying for over 2 hours of battery charging does not seem like a fair exchange to me. Also if this is towards the top end of the market for electric flight, then I would not like to try the lower end of the market.

I think I proven to myself that to fly electric has many advantages, like clean models, engines that do not stop because of poor adjustments, that awful smell of castor based fuel, burnt out plugs and many other things, but come on boys it does not make the hair stand up on the back of your neck like a big Zenoah or a gas turbine does. I'm sorry but you have not proved me wrong, that what I have been saying for all these years is that electric flight is just a bit girly.



Next time I'm flying my manly f14 swing wing Tomcat, Sukhoi SU-37 thrust vectored or Messerschmitt ME262 ducted fan for 15 minutes I must remember to wear my wife's frilly knickers and low cupped bra!

Whether to weather or whether not?

Beauty is in the eye of the beholder and for me any WW11 fighter should look as if it's been in a fight. When one sees Spitfires and Mustangs in museums they are often restored to mint condition and look as if they have just left the factory, but, when viewed closely, one could imagine them getting into life and death dog fights with Fritz and getting cannon shells blasted at their tail.

When I see a nice model Spitfire, Hurricane or Corsair at the strip each tends to look the same - brand new. I only know of the now-defunct "Airloisirs" models that attempt any type of weathering on ARTF types(but there may be more).

I like to make my own models but I do buy ARTF models so long as I am allowed to "dirty them up"!

The best I have found for this purpose is the GWS range of WW11 fighters and modern jets. These can be bought for very little cash. £20-£40 will get one a good scale, foam-moulded model which flies well, can be fitted out very cheaply and, when tarted up, looks good. I have been experimenting with weathering now for a few years and have never achieved any really effective results until now. My latest project is the Messerschmitt ME262.

I have tried several different ways to achieve a decent weathering effect but only on my latest attempt have I had a reasonable result.

This is the method I now use:

First liberally paint the area that you want to show as bare metal silver/aluminium.



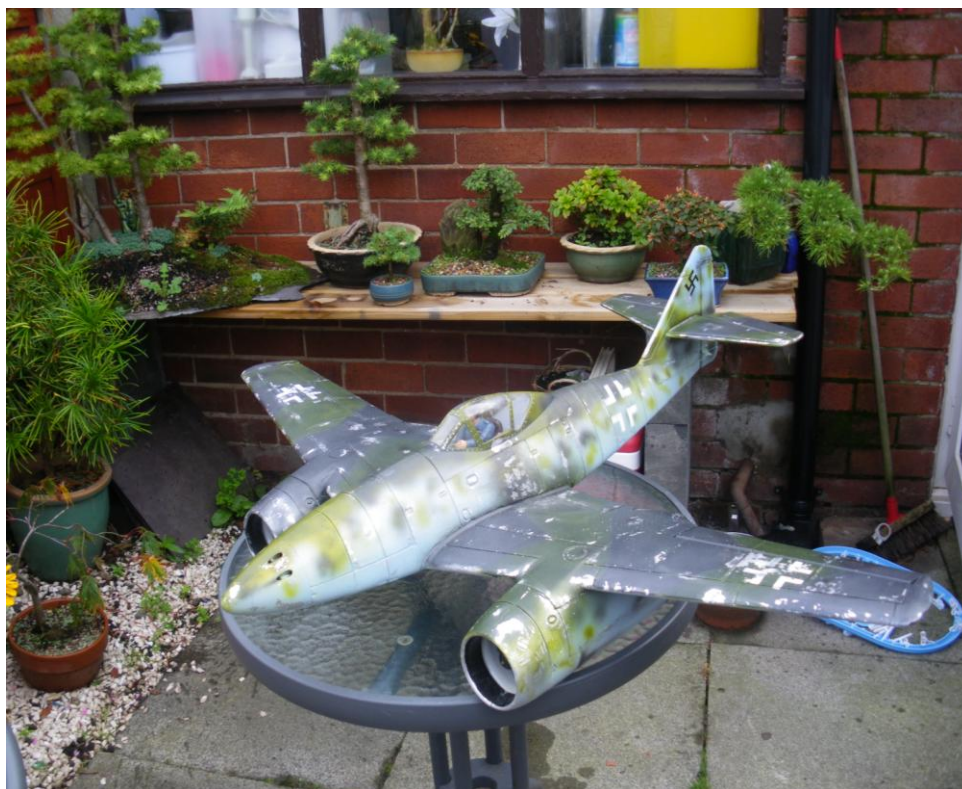
Then apply masking fluid (a rubber based fluid used in water colour painting) to the exact area with a small stiff brush with most of the bristles removed in a haphazard fashion. Spray or lightly paint the area, then, before the paint has dried completely, rub a finger over the masking fluid to remove it and” hey presto”, instant weathering.



I then over- spray with a light wash colour over the silver to tone it down. The art is to apply the masking fluid in the right place and not to overdo it.

My next project will be a much battle-scarred Zero.





What's happening in Committee then?

This year's AGM will be the usual affair with reports from the various officers concerning the running and financing of our club. Our treasurer Geoff has now done two years in office and is standing down. The committee would like to thank Geoff for his time, effort and words of wisdom. The society is looking for a new member to take over this important position, without which the club cannot function. Please consider applying for the role at the AGM.

Event Calendar

Details of the up and coming events are as follows:-

- 3rd November Informal bring a model night at Tennis Club
- 6th November Bonfire night at Weeton Field
- 1st December AGM at Tennis Club
- 15th December Hot Pot and Quiz at Tennis Club

Bonfire Night

The Bonfire night will be run as in previous years in that it will be a Jacob's Join (bring your own food/drink and share). This event has always been blessed with a good turnout. This year the BFRCMS funds will not be used to buy fireworks. The committee thinks that the money, which has in the past been spent on fireworks, is a luxury the society can no longer afford. You are welcome, nay encouraged, to bring your own fireworks (the bigger the better) but these will ONLY be lit by Mark Conlin as a safety measure.

Next year's events

Next year's meetings have yet to be finalized. I will be letting you all know the programme in the New Year.

The committee has decided not to run a dedicated jet event and electric event next year as the hobby has now moved on to such an extent that an electric day has no longer got the draw of something "different". The jet day has also been curtailed since the entrants have been getting fewer in number each year and, with the higher cost of transport, the jet boys seem to have ear- marked the big shows to display their jets.

Field and Facilities

The field has stood up well this year what with all the rain we have had. The chain across the entrance has done its job well, preventing the local joy- riders from doing doughnuts on the flight line. The club hut has had a few repairs and seems to be water- tight in readiness for the coming winter. A new toilet area has been erected behind the generator hut by the BFRCMS work force.

WEBSITES

Those members who surf the web will have built up a list of favourite sites. I will be sharing the sites that I feel are worth visiting and buying from and will be asking others for their "sites of interest" so we can all

benefit from them. As for buying from the web I have never had any trouble, even when buying from China. The only time I have been stung, was for import duty from the USA, because my order was above £18 and so incurred extra duty. Talking of China, a good place to start looking for our RC products is:-

http://www.hobbyking.com/hobbyking/store/uh_index.asp.

Their stock list is quite considerable with corresponding quality. Several of our members buy their lipos, brushless motors and servos from them, and even with the p&p the cost is about half that in the UK. The only trade- off is the delivery time. Although I, and others, have had 5-6 days turn- around, the normal wait is about 2 weeks.

Ebay is almost over- run with Chinese products. Preston Dave, Jason, myself and others have obtained our lipos, esc and motors for our helicopters from go market :-

<http://stores.ebay.co.uk/GoMarketStore? rdc=1>

cyber port888 :-

<http://stores.ebay.co.uk/CyberPort888? rdc=1>

Cwtco :-

<http://stores.ebay.co.uk/cwtco? rdc=1>

The Trex helicopter is one of the best in the 450 size and costs a small fortune but you can get an exact copy for £50 from:-

<http://stores.ebay.co.uk/FMTmodel>.

Giant Cod is a web -based shop from the south west coast that has Chinese prices. Most orders are on the door step the next day. They stock a large range; I use this shop for everything that I would normally get from a local model shop:-

<http://www.giantcod.co.uk/>

Airliners.net is a site with a huge amount of pictures including, data, information, articles and news on nearly every plane you care to mention.

<http://www.airliners.net/>



A VIEW FROM THE HEDGE. (By Will Sparrow)

Once again autumn is upon us, the leaves are falling from the trees and the view from the hedge is becoming much clearer (so be warned!). I've observed a lot of flying taking place recently with members rushing out to take advantage of the warm, calm weather dealt to us in early October (and sadly missing from July, August and September).

As always seems to happen, an increase in flying activity brings with it an increase in flying incidents. A common factor, featuring in many recent incidents, is that crop- of- the- devil ... maize. Do you realise that there are areas of this crop that have not yet been fed a model aeroplane and are hungry for the experience? I overheard a member recounting that some few years ago a modeller entered the maize in search of his wayward pride and joy, became lost and disorientated and was not seen for hours, finally emerging at a far-flung corner of the field. That individual, henceforth, always included a compass in his flight box to aid maize navigation if the inevitable were to happen again.

I was gazing out from the hedge only the other day and witnessed the voracious weed grab yet another model. This time the victim was a high-speed (too high?) electric delta belonging to Paul Jennings. It went in fast, low and a long way off. An initial search proved fruitless, but the wreckage was found a day or so later thanks to the efforts of a determined club search party. I was going to fly over myself to proffer a bird's eye view, but my mate, Jim Sparrow, (no relation) pointed out that the beastly sparrowhawk (guess what he likes for breakfast!) that has been around these parts of late was still around and looking hungry. Being helpful is one thing, being dead quite another: I remained safely on my twig.

Some folk think of us small, hedge-dwellers as mere bird-brains, but do not be fooled; some of us operate on a higher plane. Only the other day Jim and I were musing on that favourite of those in public office ... I speak of the U-turn. Classics we remembered range from the mutterings of one of the hedge committee hens (why do I forget

their names when the nesting season is over?) "I'll never touch another worm", to the LibDems pledging never to put up tuition fees. Profound as these classics are, they are as nothing compared to what we witnessed from the hedge the other day: the one they call Big Dave has gone over to the dark side ... and has embraced electric flight! The model did fly beautifully; the only sound audible, during the flight I witnessed, being incredulous gasps and thuds (as fainting members hit the soft ground).

Time marches on, and the days are getting both shorter and colder. The hedgerows are well-berried so perhaps we are in for another winter like the last one (some of us nearly froze to death last Christmas). Never mind, if I survive the weather, I'll endeavour to maintain the view from the hedge.

WS

And finally.....

RC Definitions

ANGLE OF ATTACK - Direction from which you are hit after setting up a nice mid-air with your clubmate's new plane.

AUTOROTATION - What your car does on icy roads.

BALSA - What dreams were made of.

BALSA STRIPPER - Lightweight female dancer, rhythmically removing covering, to show inner structure to drooling RC Pilots.

BULKHEAD - Removable part of fuselage. Comes off on landing.

CARPET FIBRE - When others are bragging about their high-tech composite planes and you have only the Gentle Lady you built on the floor of your two-room apartment, mutter quickly (under your breath), *"Yep, this baby's reinforced with Carpet Fibre!"*

CRASH - Quick method of removing radio and engine from a model to fit them in your new one.

CRASH - Also: Synonym for "re-kitting" a model

CENTER OF GRAVITY - Point in which G-forces, dedicated to separating wing from fuselage, do their stuff.

COMPUTER - Device that enables you to make mistakes at the speed of light.

CYANOACRYLATE - Also : Special glue, instantly curing when parts are misaligned, will hardly (if at all) cure when parts are correctly aligned.

DEAD STICK - Two of these can be found on your transmitter after failing to properly charge your batteries.

ENGINE - Device designed to make noise. Will suddenly stop making this noise when beyond glide-in distance.

EPOXY - The stuff that has replaced the balsa after the flying season.

FAIL SAFE - Option on PCM radios that allows a pilot to choose whether to crash near him, or a long way away.

FLARE - What someone has when they're good enough to show off.

FLARE - Also: Beginner's luck.

FLYING WING - To be seen after too tight a loop.

FUEL TANK - Plastic bottle, designed to leak when placed in totally inaccessible locations.

FUSELAGE - Optional interconnecting structure between wings and engine.

FUSELAGE - Also: Receptacle into which the R/C pilot stuffs money in the hope that his plane will fly better.

GLITCH - What you shout when you pull up elevator while flying inverted at 10ft altitude.

GRAVITY - Force of nature designed to reduce aircraft to their component parts.

LANDING GEAR - Structure to separate fuselage from runway after landing. Does not always succeed in doing so.

LANDING - Comes in multiple forms

GOOD - The plane comes in contact with the ground, and all bits are still there. (rare form)

AVERAGE - The plane comes in contact with the ground, and most bits are still there. (most common form)

BAD - The plane comes in contact with the ground, and all bits have grown in number but diminished in size. (common form)

LUCK - Comes in multiple forms:

PLAIN Very sparse on your side, but plenty with your flying buddies only they refer to it as **SKILL**.

TOUGH This is what you usually have. Your flying buddies refer to it as lack of skill.

BAD Same as **TOUGH**.

GOOD What you need the most.

MEAN AIR CHORD - That nasty minor eighth note caused when your wings snap on launch and whack together.

MIXTURE SCREW - Device to meter too little fuel to engine at critical moments.

MONOKOTE - The thing that ruins every ounce of hard work that you put into a plane to make it look nice.

NOSEWHEEL - Implement used to remove bulkhead.

O.S. - Initials of the two words that an r/c pilot says when he loses control going straight down.

PATTERN PLAN - Make a copy of the plans so when it crashes, you have the patterns to build another one.

PROPELLER - Rotating knife that cuts holes in the air, which the aircraft falls into, thus propelling the aircraft.

PROPELLER - Also : Handy tool to cut away excess skin on knuckles.

PROP NUT - What Glider pilots call Power pilots.

P-51 MUSTANG - What beginners use to learn to fly.

RADIO- Expensive electronic device to randomly alleviate overcharged batteries.

RADIO GLITCH- Documented Electronic occurrence, causing immediate and irreparable loss of control.

RADIO GLITCH- Also : The source of any crash when there is a possibility of someone else's radio in close proximity to the plane.

SWEPT AREA - The only part of your apartment not covered in balsa dust.

TAIL-DRAGGER - R/C pilot who has spent an hour looking for his plane in a forest. See also "glitch".

THERMAL - Mythical occurrence of rising air - usually where one's sailplane is not.

TRAINER CORD - Handy device for electronically instilling false confidence in rookie pilots.

TREE - Implement used to separate Wings from Fuselage. See also "glitch".

SINK - Non-mythical meteorological event stimulated by rc soaring contests.

SNAP ROLL - After a nice hard G roll, something SNAPS (usually and most likely the wing). Aerodynamic ability will slightly diminish.

STALL - Score Gravity: 1, Mr. Pilot: 0 .

TIP STALL - Offering several minutes worth of un-requested advice to a nearby pilot INSTEAD of taking your turn to launch off the winch;

used when sink is in the air and contest points are at stake. See 'sandbagging'.

UPWIND TURN - Same as DOWNWIND TURN. . . . NO it isn't ! YES it is ! NO it isn't ! YES it is ! NO it isn't ! YES it is ! IS NOT ! IS TOO ! IS NOT ! IS TOO ! IS etc. etc. etc.

WING - Device that, due to its airfoil, allows air to flow faster over the top, thereby allowing you the opportunity to pour excess funding into the resulting low-pressure area.

WING AREA - What you get more of in the car by leaving the wife at home.

Contributing to the Flyer

As ever, if you have any ideas for what you would like to see in the Flyer then drop me an email, a text or a letter and I'll see what I can do. All ideas will be considered.

The next "Flyer" will be in January. I hope Santa brings you lots of RC products.

Happy landing

Glenn

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