

Newsletter

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Judy and I have just spent a week up in Scotland - we were with friends at Kinross just North of Edinburgh. It was really warm up there - more like being down South. So now we're back and good weather is forecast all week. Amazing what is happening to those poor sods over in Europe. The weather patterns are so unpredictable and it affects our hobby so much.

It leads me to think that you really need a rather heavier typical Sunday afternoon flyer. I know what they say - the lighter the model, the better they fly but there surely an argument for a heavier more robust model like we used to fly back in the 70's/80's. I don't remember being so perturbed about a wind - I just wanted to fly to relax and enjoy and come hell or high water, that was what I did. Following this line of thought I'm going to spruce up my trusty UnoWot - it may be a bit heavy (especially when you squeeze in a 3900 4S LiPo which weighs just over 400 grammes) but it cuts through the air in a very satisfying way.

I tried flying the foam FunCub in wind a couple of days ago - it flew but it was really too light for that wind. The UnoWot wouldn't have noticed the wind, nevertheless, it gave me the opportunity to try out the FunCub in less than ideal conditions. On the same day this AcroWot foamie was being flown without seemingly being affected by the wind.



Graceful from any angle - the AcroWot

Recently I was sent a YouTube video taken by an First Person View model in Blackpool. The pilot must have taken off down South Shore - he proceeded to fly this thing right along the Golden mile up to the Tower - right to the top of the Tower and then back, finally hovering over the Pleasure Beach. The guy who sent this to me made a comment on the excellent technical quality and to be honest, it was as excellent as he said.

What worries me is that if something went wrong, marvellous as the technology is and wonderful as the pilot's ability was in his flying, that model presented a real danger to the public. To me, it's an accident just waiting to happen and the repercussions to 'normal' radio controlled aircraft could result in an unfair reaction both with the general public and the controlling authorities. Maybe I worry for nothing, but I think it's a dangerous technology.

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The Man Who Makes Wings Without Spars

I've met some excellent modellers since getting into this hobby but your own Peter Angus is quite unique and exceptional. He seems to choose the most complex aircraft designs and turns them into most realistic looking flying models.

The first model of his that I photographed was this Russian TU95 - the Bear. It captured the 'atmosphere' of the real thing and flew well.



A low and impressive fly past.

It was sometime later that I met up with Peter at his home in Kirkham to find out more about his models. Peter explained that he had worked in 'real' aircraft design - that was his day to day job. He did aircraft structural design and worked most of the major aircraft manufacturers.

Pete's approach to solving important problems such as establishing the correct C of G for his models is to simply make a chuck glider with the same wing platform and play around until it gives the glide he is looking for - as they now say - Simple.



Kawanishi H6K

I said that his models are so different - he never uses wing spars - his wing panels are butt jointed and then properly glued together. He maintains (and has proved) that in the event of a crash that the wing will fall apart in sections - easy to repair. His joints are well up to the job of taking the loads imposed in normal flight. Another thing you will

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notice is that not one of his models are finished with an iron on film - Peter prefers to paint the flying surfaces - again he says that this is much easier to effect repairs. He doesn't have one single model with a prop on the nose - all of his models seem to have either pusher props or motors set in nacelles in the wings.

Peter has been involved in modelling since the beginning of the 2nd world war when kits were scarce. He mentioned kits produced by Cloud craft which cost him the princely sum of 1/3d (about 6p in modern speak). Any bits he had left over he saved and this allowed him to start scratch building.



Ant 20

The projects that this guy has taken on is quite awe inspiring. Multi engined flying boats, 1930's airliners, models with 2 wings - there's even a quad plane. He's modelled jets including a very nice Hunter, a Canberra, the F84 Thunderjet right through to some really unusual models such as the Martin Seamaster and the Illushin 28. You can see them all on his website. It is from here that I copied the photos.

When you study those models which he has built, you can see that each and every one must have taken a considerable amount of research and what he has finally achieved is for me, beyond belief.



The magnificent Shorts Calcutta

I find these models breathtaking and yet when you question Pete about them, he is so down to earth in his explanations. All I can say is that I look forward to meeting up again with Pete at the field to photograph more of these amazing machines.

To sum up, in my opinion Peter Angus is not only highly talented but also unique in his achievements in modelling.



Illushin 28

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A VIEW FROM THE HEDGE. (By Will Sparrow)



We sparrows are easily amused. This fact was amply illustrated, just the other day, when the misfortune of one of the hedge community had us laughing so hard that at least one of our number fell off his twig! Let me enlighten you. One of our scatty hens, Catherine by name, (but she likes to be called “Cat” – I ask you, what self-respecting bird would want to be called Cat?) has taken to flying about the hedge in a juvenile and demented way causing more than one of the, shall we say, “mature” sparrows to pass comments along the lines of “No good will come of it” and “It’ll all end in tears”. I have to tell you that no good has come of it and it has all ended in tears; let me explain. With all the recent high winds, debris has, invariably, been blown into the hedge. Included in this wind-blown detritus was a length of near-invisible fishing line discarded by some careless angler. Cat discovered this line as she made a searingly high-speed pass, at leaf height, along the top of the hedge. The line remained firmly anchored to the hedge at one end; the other end wrapped itself around Cat’s left ankle. The unfortunate hen was whipped round in a high “g” circle but gamely kept on flapping. By the time she was on her fifth lap, quite a crowd, deaf to her tweets of distress and oblivious to her discomfort, had gathered to watch the fun.

Many ungallant taunts were thrown at the poor creature (since nobody likes a smart ar*e) of which “Give it some more welly, Cat” and “Let’s see you do a loop” stick in my aged memory. My mate, Jim, said he had once seen something similar performed with models but couldn’t remember the name of the activity. No entertainment goes on for ever of course, and on Cat’s tenth lap the line relinquished its hold on her ankle and she flew off at a tangent whilst, at the same time, rotating about at least two different axes! The impact with the nettle patch was not life-threatening but, when she did eventually emerge, with a few bent feathers and a slight twist evident in her neck, her ego was severely, and permanently, dented. Cat is a much quieter bird these days... and insists on being called Catherine.

So, what of the activity on the flying field (which, incidentally, is in fine condition)? That twin-engined flying boat that suffered a mishap a couple of weeks back, has been repaired and seems to be well on the way to being sorted out. The owner certainly deserves top marks for ingenuity and persistence. There has also been a bit of jet activity



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to observe; one such was a twin-boom job which took off like an F15 on steroids and then tried to land ... like an F15 on steroids! The same rules apply to your models as apply to us birds ... it is best to slow down and then land, rather than land and then try to slow down! I had a bad feeling about this one, reinforced when I spied one member entering the club hut and emerging, seconds later, with a bin bag. Eventually, the model was returned to earth; damage seemed to be confined to the undercarriage. The other jet that has been performing recently is the one that looks like a trainer but flies beautifully. I've noticed several members having a stir on the sticks of this one and, without exception, coming away with smiles on their faces. This model looks prettier (less ugly?) now that it has been fitted with its "summer" wheels

The Bank Holiday weekend brought with it the prospect of decent flying conditions. The weather men had, apparently, predicted ideal weather ... ideal, that is, if your hobby is wind surfing or kite flying! Saturday was that kind of day. Sunday, however, was a better day and Monday even better. Monday, some might argue, was the best day of the year so far; warm and with light winds, what more could a modeller wish for? Yet another new model, a nice red and white, glow-powered Extra, had its first flight and showed itself to be a perfectly-behaved flying machine - unlike another example of the same model, this time powered by a small petrol engine, which had crashed the previous day, apparently as a result of equipment failure. The warm conditions on Monday also saw a clutch of gliders taking to the skies, one, unfortunately, suffered damage when the motor refused to open up when the glider was very low and not in a good position. The other two gliders managed to take advantage of the weak thermal conditions and were up for the best part of an hour. I had nodded off on my twig (just for a minute, you understand), and they were still up high, circling, when I awoke! Note to self: must try this thermal soaring lark – it just seems so relaxing.

With the extended daylight hours I relish the prospect of extra viewing on Wednesday evenings. I do hope that members are able to indulge a little more than they were able to last year. Memory may be playing tricks on me, but I think that 2012 only provided two flyable Wednesday evenings! Let us hope that this year, as well as global warming (are they serious?) we can experience a bit of global calming – especially on Wednesday evenings and at weekends.

WS

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Scene at the Field



Excellent photo taken from a motor glider over the club field - it was sent to Phil Leach who passed it to me.



John Higgins' Multiplex Crannich with air brakes deployed - this model can really eat up the sky and in John's hands is highly aerobatic.

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A nice pair - The ME109 and Hurricane





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ADOPT, ADAPT AND IMPROVE?

By John Higgins

I have a friend who has always been keen on technology and is what can only be described as a prime example of an “early adopter”. Richard, for that is his name, has always been at the forefront; as a teenager he was amongst the first in these parts to acquire a ZX Spectrum; later a Sinclair C5 was added to his list of must-haves. Other short-lived enthusiasms have seen archery and photography augmenting his burgeoning skills set. He has an i-phone and installed Windows 8 on the day of its release. Am I painting a clear picture?

Recently, inspired perhaps by the Olympics, Richard has developed a desire to take up cycling. There was, however, a small fly in the ointment that promised to thwart Richard’s ambition... Richard had never learned to ride a bike. Now, if you are a six year old, learning to ride a bike is a doddle; your little bike has stabilisers and your dad is always on hand to help and comfort you should you fall off. If, on the other hand, you are a man of, shall we say, mature years, then riding a bike with stabilisers makes you look like a right Dick and gives the village idiot cause to worry regarding his future job prospects!

Richard is nothing if not resourceful and prides himself on lateral thinking – he also has a close friend who is a neurosurgeon. To cut a long story short, Richard has had an implant! The device, which was inserted just below his left ear and is wired directly to his brain, is called an AS3X module and is a truly wonderful device. The results of the implant were amazing to behold; Richard just mounted his new bike, for the first time ever, and pedalled off. He swept effortlessly round the roundabout at the bottom of the road and returned to be greeted by a round of applause from the small group that had gathered to watch this maiden attempt. You see, the device automatically puts in the minute corrections to body posture which ensures perfect balance and optimises the bike’s performance; Richard says that he merely has to think of turning a corner and the bike obeys his every thought.

As an aside, Richard’s implant has had a recent GPS upgrade. Walking home from the pub, after eight pints of strong ale, is now no problem at all. He can even perform back flips just by the power of thought!

If you find the above a bit fanciful, then think again. A similar technology is already available for insertion, not behind our left ears, but in our models. Automatic stabilisation

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Adopt, Adapt and Improve Continued.....

systems are here! You want to hold a perfect vertical line? No problem – just point the model at the sky and watch. How about a spot of knife edge? Roll the model onto its side and just observe it hold the knife edge with no effort from you! Scale modellers will appreciate how rock-solid their models are on approach, even in turbulent conditions, how perfect their landing flair, despite the gusts. Aerobatic flyers will amaze themselves as the technology enhances and flatters their skills... Soon transmitters could be available with buttons labelled “Land” and “Take off”.

The next time you attend a model show and marvel at the antics of that large-scale aerobat, prop-hanging centimetres from the ground, or stand in awe at the smoothness of that high-speed jet, ask yourself just what you are admiring; is it skill...or skill diluted with technology? You have no means of telling, and no one will tell.

John Higgins

Hobby King Ride Again

Lee Conner invited me down to the field to photograph his new Hobby King T45 Goshawk EDF. It is the typical foamie with moulding marks evident on the flying surfaces. But now have a look on the HK website - this thing only costs \$41.20 as a kit - that's less than £30 in English - value for money - YES.



Lee used the 64mm ducted fan from the Stinger 64 which John Prothero had sold him. It flew dead smooth and sounded gorgeous. I hear Hobby King so often criticised especially by our own traders - personally, I think they are doing a great service.

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Indoor Flying

I have at last found my level - yes, it's right at the bottom of the skill heap. I bought a Micro Stick and actually it flies very well indeed. I have actually achieved using every single little LiPo I possess for it without crashing and that for me is a first. I couldn't get a Mode 1 - Sussex Models tantalizingly offer it on their website but when I phoned them they said they didn't actually have them in stock. So I bought a Mode 2 which of course opened up an entirely new can of worms since I've been flying Mode 1 since the mid 70's.

I set up my Multiplex TX to Mode 2 and plugged it into the Phoenix flight sim. After literally hours practicing, I found that I was able to use the wrong sticks in the right way most of the time. It's a strange thing, but flying a flight sim isn't the same as flying your model. You find it flying towards you so you decide to power on and do another circuit - naturally you pushing firmly forward with your throttle stick only then to discover that it is actually now your elevator and that's why your model firmly planted down nose first into the Sports Hall floor!

I won't give up. To see the other more competent flyers doing 3D - they actually seem relaxed and make it all look too easy. Indoor flying is now for 2 hours on Monday evenings at the Tennis Club Hall.



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Laid horizontal, could be used as a model restraint.



*That's what I call
a photograph!!*



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For Your Diary

Upcoming Shows

Classic Car Show Cleveleys 9th June

Weston Park Model Airshow 14th - 16th June

BMFA North West Fly in at Bickershawe 30th June

Cosford LMA 20th & 21st July

Elvington LMA 10th & 11th August

Southport Airshow 14th - 15th September (full size airshow but a good one)

So that's it for this month. Sorry it's late. Last month I published a photograph of an old training aircraft - it was the English Electric Wren. The first person to actually answer this was Dave Swarbrick. Only one other member replied from Alabama - it was Brian and he used to work for English Electric before it became BAE. Thanks to whoever took the photo from his motor glider, Will Sparrow and John Higgins for their contributions this month.

I again appeal to any of you who would contribute to this newsletter.

In the meantime, let's hope the summer continues like this week. See you at the field.