

Newsletter

July 2013

What a month! We can actually complain and with good reason, that it's been too hot! I think I do more photography of model aeroplanes than I do flying. This month I visited a Fly in organised by the LMA at Leisure Parks. I was really looking forward to going because I could try out some advice given to me by a professional photographer who specialises in model aircraft. The pictures he produces are quite superb. He wanted to know how I set up my Nikon and expressed in me, a little doubt as to whether I was doing it right. Indeed, I went away feeling that I was definitely doing it wrong. The main thing he raised his eyebrows at was that I lock the focus point to the centre of the viewfinder - he found this funny!

I went home and studied the camera and all of it's menus' and found that one thing available to me was '3D tracking'. Sounds good - it will track the model wherever it flies - got to be brilliant and that's probably what he was getting at. So, off I went with the camera re-set up and I started shooting. It was a very sunny day, so I wore polarised prescription sunglasses. It was one mistake compounding with another. With polarised lenses in your glasses, you can't see the images on the review screen - you have to take the camera into a dark place before you can really assess them. To say the images were crap is an understatement - the camera was trying to pick anything within range on which it could focus - especially the trees rather than the model itself!! They were the worst pictures I've taken for years. They worked well enough on the flightline but not in areas in which it could become confused.

Anyway, the flying was good made even more entertaining when Dave Swarbrick clipped a tree on his landing approach. In fairness, the approach was a real sod -pilots had to thread their way through the gaps to line up with the runway. Anyway - safe landing and no harm done. It really wasn't my day - I also missed completely one of the pilots getting into difficulties with his



Dave Swarbrick scatters the foliage!

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model. He apparently had it coming in directly towards him - he had to jump over the model as it passed beneath his feet. What was I doing? - chatting to the pilot of a Clean Sweep - it's a model I fancy building. So many lessons learned in just one day. Here are some of the pictures which did work.



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Deuces Wild ARF

By John Prothero

Some time ago in fact a couple of years ago I wondered into the model shop at Lancaster and spotted the Deuces Wild. The model immediately grabbed my attention not only was it a twin but it looked like it could be somewhat aerobatic. But most of all it's just a bit different, not your average "Super Swooper".



I have flown twins before my first experience was with an APS Plans Service Doublet with a couple of OS 19s in it. It flew OK and would loop and roll, fly inverted all the usual stuff, but it was heavy and unforgiving and had to be kept moving. This was around 1979 and was flown behind the Zoo in Blackpool a couple of other members had them as well, mine was sold, only to re-appear 20 years later as a gift from the guy I sold it to. He said he'd flown it twice and scared himself witless when one engine cut, a common problem with glow powered twins.

A few years later I built a Marutaka Douglas DC3 Dakota. This model had a couple of OS 35s in it and flew extremely well, it had split trailing edge flaps just like the full size and featured my home made retracts that worked by having a model yacht winch pull them up. To extend the undercarriage you just allowed them to drop and the legs went over centre locking them in place, "simples!"

I also had a Brittan Norman Islander with a couple of OS four strokes in it. I flew the Islander a few times with a mate of mine the late John Dale giving me advice like, "I wouldn't do that if I were you!" Or "I told you that would happen". You had to keep it moving in the clean configuration, the scale flaps worked really well on this model it would almost hover in a breeze with them deployed to about 80 degrees.

So this is my total twin history to date, I needed to have another go with a twin, so the Deuces Wild was a no brainer as far as being the right model for the job.



LOTTERY FUNDED

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Deuces Wild ARF

Once I got the kit home I started to price out the bits I needed, to say I was shocked at the cost is an understatement. So I didn't touch it for a couple of years. Then I took a look at some of the Hobbyking stuff and realised that if I substituted the E-flite equipment it was do-able at an almost reasonable price. The only thing that I did stick to was the E-flite electric retracts, I already have a set of these on my Nano Boomerang and they seem fine.

I also used Turnigy batteries from Hobbyking I went for 4s 4000s rated at 40c more than enough, in fact they recommend 4s 3500 for this model but I have found that the C.G. is perfect with these batteries.

The Build

I do not intend to go through a blow by blow list of how it went but here are the highlights. I found that most of the model went together as advertised, however I did have a few issues. The elevators had a warp in them and to make matters worse the wire joiner was loose. So I cut some slots and opened up the elevators and used 24 hour epoxy to re-seat them.

The wing once the model is finished only has outer panels that are removable, these make the field assembly very straight forward, but the holes for the retaining bolts did not line up. I had to shrink the covering quite a bit it was sagging like Nora Batty's stockings on a warm day.

The flaps are activated by a "Y" push rod this seems to work quite well but I needed a long aluminium arm on the servo to get the desired amount of movement. Everything else just went together quite easily.

I have fitted contra rotating props one pusher and one tractor. The prop adaptors had a wobble that I just couldn't get my head around. So I ordered another set, same effect! So I took the plunge and ordered some "Axi" prop drivers, this instantly cured the problem. I then upgraded the spinners, but of course I had to trim the spinner for the pusher, it has come out very well indeed now and works well.

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Deuces Wild

The Fun bit Flying



The first flight was really a none event, the model required one beep of right trim (Digital trims) that was it! On landing I did not use any flap, the model slowed down nicely but was rather on the fast side. But on the first flight it was hypersensitive to aileron and elevator; I reduced the throws and dialled in 60% exponential on both. The next flight was even better, I relaxed and tried some loops and rolls, it does these but looks very different, on landing I used first stage flap, much better now with only slight nose up trim change. I started to fly on 13x7 props but at Blackpool I had very little ground clearance, so I swapped them for 12x8 props, these work but the model fly's a little quicker as would be expected, however it has also effected the braking effect of the props I was shocked by just how much. It just goes on and on in the 12x8s.

I am now landing with full flap and doing nice slow flybys with first stage flap deployed. The model flies inverted with very little down trim required and will do outside loops.

I have also put a little gentleman's light entertainment in the rear of the cockpit, take a look next time its out!

Is it worth the time money and effort yes it certainly is if only for the sound..

A VIEW FROM THE HEDGE. (By Will Sparrow)

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The pessimists amongst you, who thought that summer had ended for good on the 11th June, were truly put to flight when summer Mk 2 duly arrived on 5th July! The good weather was not a flash in the pan; the warmth and light winds, coupled with lack of rain, stayed and stayed... as Harold McSparrow once said, “You’ve never had it so good!” Whilst we sparrows sweated and stewed in the hedge, you modellers were at it hammer and tongs; rarely did a day pass without a goodly number of you enjoying the facilities to the full. The weather has been so good that one long-term member, who over-winters in warmer climes, was observed to remove his coat on more than one occasion!

So, what’s been happening? For a start there has been a lot of jet activity with much whooshing and swooping, lots of bent nose legs (all on the same model!) and more than a few excursions into the long grass directly in line with my twig. The grass is getting really long and dry at the moment, so I hope that this spate of long landings does not result in a blowlamp-induced conflagration. The hedge may not be much to look at, but we sparrows call it home! That nice-flying, trainer-style jet I’ve admired before, met a sticky end whilst attempting a touch-and-go. I have to say that the “touch” part of the manoeuvre went very well... the “go” part less well, with the model seeming to stall, precipitating a cart wheel down the strip that an acrobat would have been proud of. From my position the damage did not look too bad; I’m sure that the model will grace the skies again in the near future.

Away from the jets a few of the larger, petrol-powered models have been making an appearance. A large red and white, high-winged scale model appeared one day but appeared reluctant to start, despite the owner’s determined flicking over a protracted period. I only caught snatches of the pits conversation, but the engine’s reluctance to start was eventually traced to the kill switch on the transmitter – I can see that you are ahead of me here – which was found to be in the “on” position! Once the engine was running, the vibration worked on the airframe to such an extent that it started shedding screws, nuts and bolts at the same rate as a farmer broadcasting seed. Remarkably, these wayward fastenings were all found in the grass by the one they call Eagle-Eye Smith! The model’s first flight attempt proved eventful too with the model refusing to sit its tail down on the take-off run; the result a ground peck and a broken prop. This model reappeared a day or so later, with a new prop and a re-trimmed elevator setting. This time the model’s take-off was uneventful and it looked really nice against the clear, blue

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sky; it even landed like a feather. Later the same day the model again took to the air, but was soon in difficulties and eventually landed heavily in the long grass. The cause of the crash was soon revealed – vibration again! The servo arm had fallen off one of the aileron servos. Luckily, damage was slight and easily repairable. Other users of unleaded have included Zlins, CAPs and a clutch of Chinese Extra look-alikes. All seemed to perform well, delivering lots of fun for only a few pence per flight.

Electric flight is now mainstream activity; the majority of your models now take to the air courtesy of the mighty Lipo. I have become a little blasé as the electric revolution has moved on from “a few nutters, protesting in the square” to the buy-it-today, fly-it-tomorrow, plug-and-play mass movement of today - so much so that few electric models invite a second glance; there are exceptions, however. The other day one of your recently-joined members turned up with a cheap, Chinese, foamy EDF jet. The model may have been cheap but the fan and motor had been properly thought through. The model’s performance was outstanding; it did everything the jets did, with equal authority too, and much, much less faff. The model didn’t even have its nose leg fall off on landing – because it did not have an undercarriage! Yes, I was impressed by this one.

We all have likes and dislikes – in this respect we sparrows are no different from you humans. Take me, for instance. I don’t like spiders: I am not an arachnophobe; I just do not like the taste of spider! I suppose I am a bit of an oddity really; most sparrows love a nice tasty spider and some are really good at catching the little blighters. A bird with such a talent is one Dave Sparrow. The other day Dave had excelled himself and had dined his fill on spiders. Now Dave is a generous sort of bird and, rather than letting his last spider go to waste, offered it to Jean-Pierre Sparrow (we British sparrows have difficulty with foreign-sounding names, so we just call him JP), who just happened to be sitting next to him on his twig. Now, as I have said, I do not like spiders, but JP is allergic to spiders (and *knows* that he is allergic to spiders) – they really do make him feel seriously unwell. Imagine yourself in this bird’s position; you know that you are allergic to spiders and you know that they make you feel seriously unwell. What do you do? Do you, (a) say “No, thank you, I’m afraid that I am allergic to spiders and they make me feel seriously unwell”, or do you, (b) say “Thank you very much” and wolf the spider down? Jean-Pierre chose option (b) and spent the rest of the afternoon feeling seriously unwell. As we said to him, later “You won’t see any of those modellers doing anything as daft...”

WS

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Cosford LMA 2013

This was a great event - very well attended and of course you Blackpool crew were there displaying again, their models. The Sabre regrettably experienced problems - the motor was not producing the power. I didn't see the flight - we reached the flightline after the model had been recovered - all undamaged. Mark Conlin had his very pretty Viper jet there but he too experienced engine problems.



The Low Fly Past

One of the pilots did a brilliant display but how about this for a low flypast. He shut the motor - everybody (well I did!) thought he was coming in deadstick and was going to



dump it in. He then spooled up the motor and flew off. His flaps were certainly touching the grass!

Mark Conlin's Viper Jet

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The Albatross - I love these things - my favourite WW1 plane.

To me, it never looks right when there is no pilot - lovely model and it flew great.



Dave Swarbrick climbing out - this plane seems to fly better and better - very impressive model.

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Cosford LMA



*Dave Johnson's beautiful
Vulcan- 4 engines and they
sounded superb*



*The Handley Page HP42 -
some model!*

I took loads of pictures - I'll upload some onto the club website. Although pictures nicely fill a newsletter, really, I'd be much happier if more of you guys contributed some articles to this newsletter. Nevertheless, I'm very grateful for the opportunity to get a much better view of the action by being allowed to sit with you gentlemen who actually fly the models at these events.

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The One Gramme Servo

I was surfing the web to find some really good replacement servos for a 3D model I have. John Prothero had beaten into my brain that I should spend decent monies on servos - words such as higher resolution, instant response and accurate centring flow through my memory. Instant response in my case probably means more instant and decisive crashes! Anyway I came across this on the Hobby King site.

Toki BioWire 1g Micro Servo (world first)



The worlds slightest servo. The new BioWire servo from TOKI (Japan) is powered by BioMetal and does not have a motor.

Spec.

Dimensions : 38 x 9 x 3 (mm)
 Weight : 0.8g (except a horn, a connector and cable)
 Actuator : BMF65 x 120 mm (weight : 2 mg)
 Materials : body; ABS, built in parts and horn ; POM, PC board ; Lead-free solder
 Torque : approx. 15 gCm
 Operational Angle : 30 degrees, right and left each side
 Power Supply Voltage: 3-5V
 Max. Current Consumption : 80mA, 0.3W (at right or left end point @ 4.8V)
 Input Line : 3 wire type; power supply (red +, black -), signal (white)
 Control Signal : positive PWM signal of 1.5ms \pm 0.5ms in every 20ms
 Operating Temperature : 0-40 degrees (Celsius)

PRODUCT ID: TK-RC1

WEIGHT: 27g	STOCK:  10+	QTY: Buy 1	PRICE: \$29.50
WISH LIST EMAIL BUDDY ISSUE PRICE WAR! ADD TO CART			

Fascinating bit of kit this! No servo motor - one of you technical bods will probably understand how the thing works - something like this could open up many new possibilities with indoor lightweight models.



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The Art of Course Model Flying.

By John Prothero

A number of years ago now, the phone rang and it was an old model flying mate of mine from the last century (Yes I really am that old) the sixties to be precise. This character was never ready when we called round for him and it was a routine that we would have to drill his engine bearers for him, but that was back in the sixties when we all flew Oliver Tigers in control line Peacemakers, things must have improved. I thought "Don't tell me- you want your engine bearers drilling don't you!" "No not" at all he said "I have got the hang of drilling holes in the right place now".

"Are you any good with Glass Cloth & Resin" he said? "I have been known to dabble I replied". "Well I'm struggling a little; I can get it on OK but it never seems to cure properly" After a lengthy discussion it turned out that he was covering his model in his garage which was heated by a Calor Gas heater. Now these things chuck out loads of moisture and some resins take exception to it.

I asked him if he had anywhere warm and dry, he said that he had the perfect place and would let me know how it went.

At about 6.00 o'clock in the morning, my phone rang, it was him! "ERRR how do you get a wing off a carpet?" "WHAT", I said "did I hear you right,?" "Yes," he said. "I left my wing to dry in the lounge and the cat must have rubbed up against it and knocked it over, because the cat has resin on it too". the wings now stuck to the Axminster. "I have some time" he said "the wife is at her sisters"

I told him that I didn't have a clue how to do it; he said he had an idea. About an hour later he rang back and said he had it all sorted. He had cut around the wing with a Stanley knife and moved the furniture around, he then intended telling his wife that he was going to re-decorate the lounge and at an appropriate moment a can of paint would go over he would take up the carpet and claim on his house hold insurance! I never did find out how that went. But after much sanding the wing turned out OK and he partly shaved the cat to get rid of the incriminating evidence! He told his wife that he had to take the cat to the vets to get rid of some ticks and they had shaved it! He is still married!

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The Boomers



Thanks for these photos to whoever took them - look nice don't they - I mean the models not those elderly gentlemen trying to look cool in their silly hats.

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For Your Diary

Upcoming Shows

Elvington LMA 10th & 11th August

In Conclusion

So that's it for this month. I'm enjoying more and more the indoor flying. I built a biplane which really flies well - I get to fly 3 sessions each week and this little biplane now has 6 hours flying time clocked up. I've now learned how to programme the throttle curve on the JR tx which has made the model really controllable. It's a great discipline - you literally have to be using every control all of the time. I love it.

Thanks to Will Sparrow and John Prothero for your valuable contributions.

I've been steadily making the FunCub fly better. I've taken out the rates completely and increased the throws. I now rely on expo to sweeten the centre - now it's becoming reasonably aerobatic.

After seeing the Clean Sweep fly at the LMA fly in, this will be my next model to build. My brother has just built his second - he loves them so much. (He demolished the first one in a mid air). He sent me this picture of the new one. Happy flying.

