

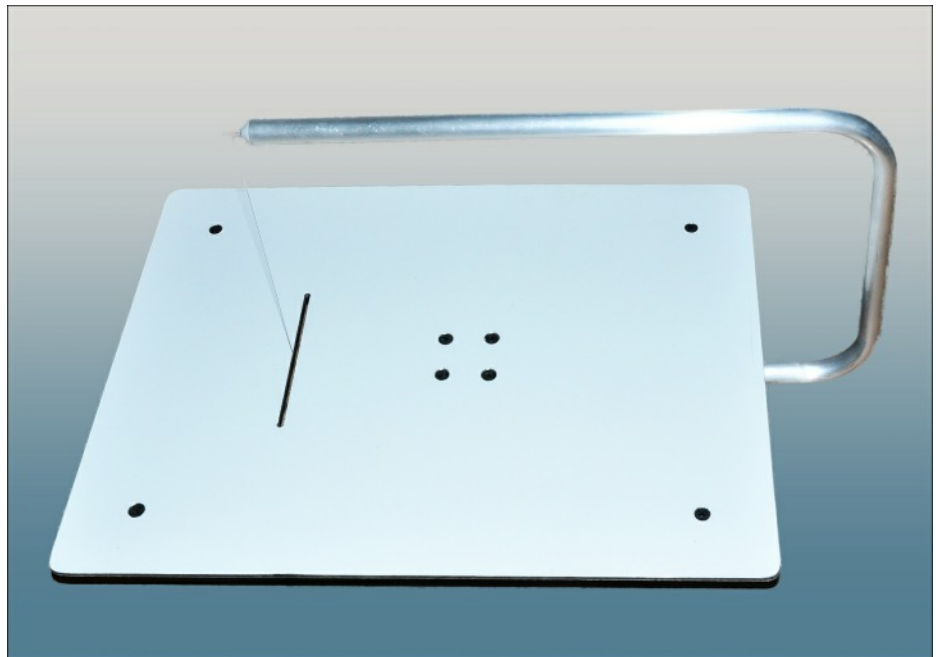
Newsletter

December 2013

The saga of the hot wire cutter I ordered on Ebay - the very desirable Proxxon cutter - well, it did not arrive and I was given a full refund. UPS, the courier, insisted that they had never actually received the parcel. The guy I bought it from simply apologised and sent back the money.

Having proved to myself that life would never be worth living until I actually had a hot wire cutter, I lowered my sights to a cheapo table cutter (£36 plus p&p). This only had one heat setting. Anyway, I bought it and was very pleased to find that the hot wire achieved a temperature which proved to be ideal for cutting the 3mm Depron - in fact it only just has enough heat to cut it.

The cutter comes with three wires (one to use plus two spares). I contacted the supplier and he told me that the ones supplied are 30 gauge but if I wanted a hotter wire, I could specify 28 gauge which he would supply for the same price (£5 for 5). I looked at EBay and found that you can buy 5 metre lengths of NiChrome wire for £2.50 which includes postage.



I'll be able to make up 15 lengths easily from that. The quality of the thing is excellent - far better than I had expected. The only thing it lacks is a fence but that's something I can easily sort.

If you try pushing the Depron through faster than hot wire is able to dissolve the foam, then you get a jagged edge to the cut. You have to be patient with it. I find it a pleasure to use.

At the moment I've made blanks in ply for the 670mm span Beta and a 570mm version of the 3D Biplane. Andy wanted a model, so I produced a Beta for him. I have also sourced a supplier who still has 'aero' quality Depron so I'll be putting in an order shortly.



December 2013

A VIEW FROM THE HEDGE. (By Will Sparrow)



I overheard a little snippet of conversation just the other day which shocked me to the core. The snippet in question concerned a modeller who was competing in the prestigious Jet Masters competition which was held a few months ago, in some distant place known as Switzerland – I have been told that this is a very hilly country with many peaks nearly as high as Parlick. By all accounts, this Italian lad was leading the competition when the Russian team put in an official protest; they suspected that his scale documentation, showing photographs of the prototype on which his model was based, were in fact photographs of the model in a “Photoshopped” setting. The judges could, therefore, hardly fail to be impressed by his model’s scale fidelity! The lad almost got away with it, but when the photos were examined in detail it became clear that he was, in truth, *a very naughty boy*. He was immediately disqualified from the competition, had his botty smacked and was sent to bed with no supper. He was told to be off the site by the following morning and has been given a lifetime ban from all future competitions.

Phew! It is a good job that your competitions are not run in this totally serious manner (fake photos of drones?) and that a proper sense of perspective prevails. The name of the game, as far as you are concerned, surely, is having fun with model aeroplanes.

A couple of seasons ago, one Jason Sparrow tried to seduce an impressionable young hen by showing her a very impressive nest that he had just finished, with her especially in mind. Her head was definitely turned, but just as she was on the verge of succumbing to his charms, the real builder of the nest turned up and Jason’s deceit was revealed. She had a lucky escape; Jason was banned from the hedge and has not been seen to this day.

Saturday, the ninth of November, was a very odd day. For a start, it was wet and windy – not the sort of day for things model-aeronautical to be viewed from the hedge. Imagine my surprise, therefore, when in the afternoon members started to arrive, not to fly models but to busy themselves around the club hut. Being the nosey sort of sparrow, (is there any other kind?) I flew over for a closer look. Much bustling was taking place, an awning was being rigged and a pile of wood was being assembled to one side of the pits. It was then that I twigged what was going on; it was the annual bonfire celebration. The wise old owl once told me that this was an event, usually celebrated on the fifth of November, to commemorate the foiling of a plot to blow up some large committee or other which met in the nation’s



December 2013

A View from the Hedge Continued...

capital in a time long past – they must have been a really rotten committee for someone to go to such extremes – and that nowadays the bonfire and the ceremonial burning of the guy was just an excuse for people to enjoy themselves and to remind themselves that burning Catholics was once thought to be a good thing! All seemed to be going well with the preparations until the vehicle, that had brought the wood for the fire got stuck in the mud. Cries of “oh dear, my vehicle has become stuck in the mud” were heard to come from the driver; the situation looked dire. Modellers, however, are known for their resourcefulness and it wasn’t long before the stricken vehicle was towed free and the Slough of Despond released its slimy grip.

Since this was a special occasion, I stayed up past my normal bedtime to watch the evening’s proceedings. Lots of people, most of whom I had not clapped eyes on before, turned up and consumed copious amounts of food. The fireworks were good, too – I was particularly impressed by the large rocket which exploded just after launch, at about ten feet above the ground, nearly taking out the pyrotechnics crew! I got to my sleeping twig late that night, but it was worth the effort to see so many people enjoying themselves. If you missed this event, then you missed a treat.

In another context, Saturday, the ninth of November 2013 was an extremely odd day. Perhaps if I show the date as 9/11/13 you will see what I mean? I can sense that you are there before me – this is a special date comprising consecutive odd numbers. The next such coincidence will not happen until the first of March, 2105 ... by which time most of us, I suspect, will have fallen off our twigs!

WS



December 2013

Workshop of the Month

Jim Sheldon asked me one day if I fancied coming round to his workshop to take pictures. His idea is that each month I visit a member's workshop. This would be by invitation only - I would never simply 'turn up'! Jim promised that I would have a hot drink, some chocolate biscuits and a blow up doll. Rotten sod didn't produce the blow up doll. I suppose you can't have everything - he did however write this very interesting article.....

So where did it all start.....

Well for me. it all started with model helicopters which I flew and frequently crashed. I did this for nearly 15 years, on my Dad's land and at a model site in Lancaster.

At that time aeroplanes, or as we say' fixed wing didn't interest me, well not the ones with propellers. When I visited shows I started to like the look and sound of JETS. Anyway after one bad weekend when I smashed up two of my helicopters I decided to call it a day and get myself a jet!

The following weekend I took all of my other helicopters to Andy at Model and Hobby World in Lancaster. He bought the lot.

So what now. Well I asked Andy what would be a good model to start with. He recommended a Hanger 9 Stik. I said great, all I need now is someone to teach me to fly fixed wing, do you know anyone I asked? I will never forget what he said. "Well he is a bit of a character but he is the best, he is called John Prothero".

Andy gave this John character a ring and asked him whether he would teach me to fly and he said yes. I didn't buy anything at that time as Andy said I should discuss with John to see what he thinks would be a good model to buy. I think John telephoned me the same day and we had a chat. He said that I must join a club and get insurance. This was around 8 years ago and I agreed to join Fleetwood flying club.

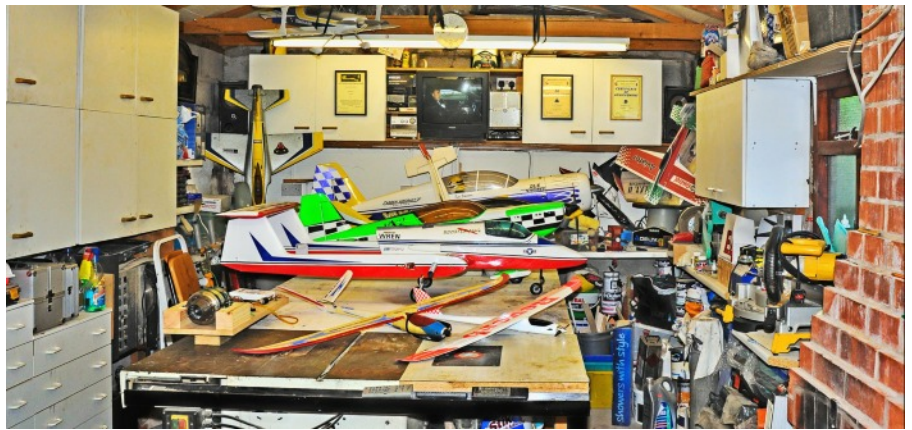
I bought the Hanger 9 Stik with a 60 four stroke and a few weeks later it was ready. I gave John a ring to see if it would be possible to meet me at the field, he of course said yes. He checked my model over and away we went. After flying helicopters for a long time and being fairly competent flying them I thought how hard can this fixed wing thing be, how

December 2013

Workshop of the Month

wrong was I. With helicopters you can just stop them anywhere, a quick 180 and they come back. I really could not get to grips with how far these aeroplanes fly, and keep flying too far away. What John must have thought I don't know. I kept telephoning John and I have got to say he never ever said that he could not make it, he would always be there to meet me. Thanks John.

What John got me doing so I could keep the damn thing in site was reversals. I had finally got it, I was flying up and down the strip before I got into circuits.



Anyway two or three months later I passed my 'A' certificate. I couldn't believe how much I enjoyed flying fixed wing and wished I had done it years ago. Not long after this I started getting bored with the Stik, so on to my second model, A Sebart Shark. WOW what a model, fully aerobatic and a proper aeroplane.



About a year after flying the Shark I passed my 'B' certificate and started to like speed, so bought a Multiplex FunJet and then another and another and another. Each model was faster than the last and in the end I was

running the last one on around 3000 watts, It was pretty nippy. I flew the Funjets for almost 12 months and have got to say I think they are very good and cheap, if you are thinking of getting into fast models.

John then introduced me to Blackpool flying club and because I live a lot closer to Blackpool it made sense. So the day came and off I went to Blackpool. On arrival I noticed there were

December 2013

Workshop of the Month

around ten members already there, some young, some small, some my size, and a Giant. Anyway, I had already joined so I got my model out of the car, which was my Sebart Shark, I took it over to the flying field and had a chat to some of the members. Some I already knew.



The Hobby King T45 Goshawk

It was then that the Giant came over and introduced himself as Big Dave, I can't think where he got that name! I had a few flights and never looked back and made some great mates. I then started to fly jet turbines with the help from Dave and Jay.

As you will see from the photo's I have to buy lots of models, I just love this hobby, the building, flying and the association. Although on the association side only a few members seem to turn up to the evening meetings, which I can't understand. It's a great night out with the lads, to talk about model aeroplanes. "Just my opinion".

I have written this little article to help Peter with the news letter, he puts hours and hours of his time into it for us to read once a month. This takes us probably about 10 minutes to read. I hope you like my workshop and current projects, I will really look forward to seeing



Dave Swarbrick can supply these at a very good price

all of your workshops, or even dining room tables,

I started building helicopters on my dining room table in my first house, I've shown you mine now you show me yours.

December 2013



Tidy up your workshop and give Peter a ring.

The lovely MX2 petrol

See you all at the field. Regards Jim.



December 2013

Define those Colours

By Peter Cathrow

A couple of years ago, we (at the camera club) were treated to a fascinating talk by a guy who had been involved in the printing ink trade. He worked for a company who actually produced the inks for the printing houses who produced printed material for people like Asda, Tesco, Cadburys etc.- all the top brands we know. These companies all have their jealously guarded brand colours. For Asda it will be that insipid green, Tesco blue and red and Cadburys a rather nice shade of purple.

Producing inks for these clients was extremely exacting - it just has to be the exact shade we know and love. It had to produce the correct colour when viewed under the special lighting they use in these stores. He told us lots of things about colour - when you see meat looking oh so perfect - a beautiful shade of red glistening away - it only looks that good because the butchers use a special light bulb which accentuates the colour of that meat. Get that same meat home and it can look very ordinary. Fascinating thing - colour!

Coming back to our lecturer, he had a situation arise one day when his company was accused of not supplying the vibrant colour the arty farty gentleman from one of the big colour conscious clients - he said that the colours didn't stand out - therefore, the ink supplied was not to specification. The printing house had been immediately ordered to stop the printing process and the downtime would be charged to his company. This would be £2,000 per hour till the problem was sorted.

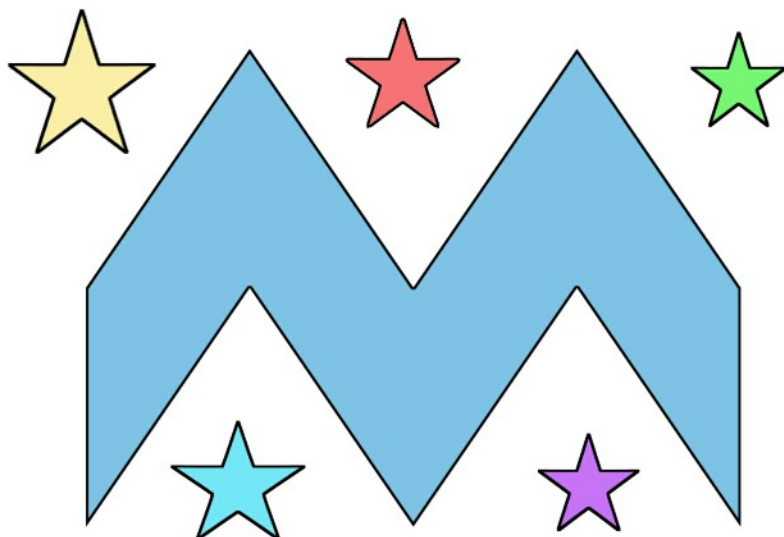
A fast car was dispatched to the printing house and a sample of the supplied inks were brought back to the factory. The inks were tested but the colours proved to be exactly to specification. Time for discussion now with the artistic man. He accepted that the inks were the correct colour but wanted more impact with changing that colour. Easy said our clever man from the ink suppliers - put a defining black line between the colours and all will be well.

December 2013

Here is an example of what he was on about. It's so simple but so effective. I've put some stars and a wavy band onto a white background. I've added colours to those shapes and produced this:-



It's typical of the way that nearly all colour schemes on the ready made models we buy these days.



Just by adding a thin black line around the shapes, the colours start to look stronger and if you do this to your model aircraft, it will become highly visible when you fly.

Trim line costs well less than a fiver for a roll - in my mind, money well spent.

December 2013

Lee Connor is About to join the Jet Set

Lee is a good friend of mine - he's also an excellent flyer. He's been wanting to get a gas turbine for a long time now and he told me that he has finally made the decision.

Velox G2 (New)



Velox G2 (New)

We supply ARTF+ or ARTF models which are all painted outside the mould in matt or gloss finish.

Specifications:

Scale	n/a
Length	2250mm 89"
Wingspan	1770mm 70"
Turbine	12lb - 20lb
Kit Weight	14lb
Servos	9
ARTF+	£1,325.00
ARTF	£1,265.00

Please note that all our prices include all appropriate taxes and import duties so the only additional cost is delivery to you from AceJets. These prices are subject to change due to exchange rate fluctuation.

I don't know which colour scheme he's decided on but I hope he will allow me to see (and photograph) the maiden flight. Thanks for letting me know Lee, and best of luck.

December 2013

In Conclusion

This month, I think I've only flown twice - once at the Fleetwood field and once at the indoor. I managed to land my Shockie in the basket ball net and Jason just had to take this photo. They wouldn't believe me when I said that it took a lot of skill to achieve such a landing.

Anyway, I don't care - the Shockie is flying better and better but I have to admit that the Beta is a far better model. Anyway, I'll fly this Shockie till it finally gets smashed to bits and then I'll have a Beta.

I have been told on the grapevine that one of our members has bought a Teranis FR Sky transmitter. My friend down in Cornwall has also received his and has now managed programme the thing to fly his Extra 300. He is well pleased with the quality of the gear and it's great potential.



Takes real skill to do that!

I hope by the next issue of this newsletter that I will be able to meet up with our local member to discuss his experience with it. After watching all the stuff on You Tube, I really believe that this will become a world beater and upset many of the 'normal' manufacturers of radio gear.

Your next newsletter will be on 1st February - I'm skipping the turn of the new year issue because we will be away for most of Christmas. Thanks to Will Sparrow and Jim Sheldon for your contributions this month.

In the meantime, I wish you all a Very Merry Christmas. See you at the AGM.