

Newsletter

May 2017

The long awaited Fly In did not disappoint. You guys who were unable to come, missed some superb flying.



The motley crew - I can see those two fingers Mr Conlin!

We had a visitor from the Bury Metro Model Flying Club, Ken Shepherd, and he brought along some interesting scale models. He brought a Stinson Reliant which he reckoned was about 1/5th scale powered by a 180 Laser. He also brought a Venom (EDF), A really beautiful Fairey Firefly and, a Fokker DV111.

Flying got underway at 10am after a pilots briefing from Dave. He is always so humorous but very straight forward in his instructions!

The weather could have been brighter - it was dull but thank



goodness, so much fresher than these last few days. Jim Sheldon set things off with his Inverza 62.



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The Extra 300 - Allan Bates



The Sebart Funtana - John Higgins



A lovely big Fokker DV111 - Ken Shepherd



Mark Conlin's Sebart Inverza



Dave's Raptor flew rock solid



I love this one - Jake's Extra 330



Jason's Xcalibur at rest.

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Ken Shepherd's Fairey Firefly



Mark with his Inverza

*I never get tired of seeing
this one fly - the Chipmunk
flown by Andy Harrison*



*These two Xcaliburs' belonging to Messrs
Swarbrick and Reid will soon be displaying
again at the national model shows gave
their usual brilliant flying display.*



*Now that's what I call close formation
flying!!*

Two Extras

May 2017



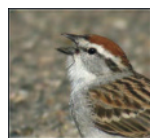
This is Allan's Extra hovering along the flightline he performed lots of low speed aerobatics - very well displayed.



This very pretty Extra displayed by Jake

A VIEW FROM THE HEDGE. (By Will Sparrow)

May 2017



As you well know, we birds come in many different shapes, sizes and colours, but we all have certain things in common: we were all hatched from eggs and we all had the experience of our first flight – apart from those of the avian community that are flightless, of course. None of us has the slightest memory of hatching, but all of us remember the thrill (or trauma!) of our first flight. For most of us, the experience is just something that we have to do, and, generally, we just get on with it (I was pushed off my twig by my mom! – Jim Sparrow). For sparrows our first flight is often no more than a “powered glide” to a soft landing but for some the first flight can be a plummet off a 200 foot cliff! A similar predicament is faced by all of your models; you’ve built (or bought) them in order to fly them, so, at some time or other, they have to be committed to the air.

The tail end of April yielded more than the usual crop of new models eager to enjoy the sky for the first time. There was yet another pristine, large, petrol-powered biplane from one of your members who seems to have developed a taste for these twin-winged beauties. Its first flight went well and without drama. Next up was another biplane, much smaller this time and powered by something called electricity. This too had an uneventful first flight experience and flew in the manner to be expected of a scale model of a passenger-carrying biplane of a bygone era. Then it was the turn of a little, yellow racer from the same owner. The model had checked out okay on the ground but once it took off... The last time I saw something like this was when one of our number was stung by a wasp, mid-flight! The little model, although in the hands of a pilot some would think competent, was a fur-ball of fury and seemed to be totally unstable in all axes. After 30 seconds of total chaos the little demon was coaxed back to the strip and landed with only the undercarriage sustaining damage. The cause of the instability was a mystery, although to my eye the model had a very small tailplane and was somewhat short-coupled. I look forward to seeing this model’s next fright!

After a poor start to the Mayday holiday, the Monday did, at least, dish up some flyable conditions. Members flocked to the field in droves - I counted at least three of them! The woolly bleaters had demolished all of the electric fences, both the one down the track and the one surrounding the sacred turf. The grass was well-nibbled (with not even a daisy showing!) and was pock-marked from the passage of hundreds of woolly hooves. To top it all the sheep had done a splendid job of converting tonnes of vegetable matter into dung. Every square metre of the flying area was covered with the stuff. Think tar-mixed-with-epoxy and you will get a good idea as to the nature of this noxious stuff. If you enjoy an hour or so cleaning your model with a cloth and a bucket of soapy water then make sure that you get down to the field asap. If your model is fitted with spats, you’ll need a screwdriver to prise the stuff free, too. A life experience not to be missed!



A View from the Hedge Continued/...

May 2017

I saw a strange phenomenon the other day; one of your members, thought to be a total convert to the supremacy of the all-conquering electron, turned up with a large, petrol-powered, scale aerobatic model. The shock nearly made me fall off my twig! I did enjoy watching it fly, though. You lot never cease to surprise and delight me.

As May progressed, the good weather was determined to hold and a fair amount of flying was done. That little yellow racer re-emerged, having been fitted with a more forward CG. This time out the little monster had become a pussy cat and flew in a totally controllable manner. That old adage that “models with forward CGs don’t fly well, but models with very rearward CGs only fly once” was very nearly proved with this model! Another fresh model to appear was a hot-liner style electric glider. The owner had painted the top surface bright orange to make the model less of a visual challenge. In flight the model looked to be a bit of an aerodynamic challenge and flattened its battery in next to no time. I’m told that, with electrics, it is vital to measure everything and guess nothing. I had heard a rumour (we sparrows have big ears!) that, a very large petrol-powered cabin model was about to make a maiden appearance. This proved to be the case on this very day. Much rigging and screwing together took place until, eventually, the engine could be started for a test run. As the mighty lump thundered into life (it was very quiet, actually) the nose was raised by a couple of sturdy helpers to check that all was well. The thrust was more than adequate and was sufficient to blow the cap clean off one of the helpers! How we laughed in the hedge – we’re soon amused! The model soon took to the air and was quickly being thrown around like a Wot 4, which raised a few eyebrows of concern. Still, each to his own.

Oh, before I forget. I woke up on a fine Wednesday morning and, as I shook the sleep from my eyes, I sensed that something had changed. Yes, the birds were singing (luckily, we sparrows don’t have to do that!), the sun was doing its best to shine, the heady scents of spring were wafting through the hedge, but something had definitely changed... The woolly bleaters had vanished! Every single one of them had gone! What is more, they had taken all the fencing and other ovine accessories with them: the field was returned to its former tranquillity. No longer will you have to get out of your cars to open and shut gates (apart from when the last man leaves), the sheep dog can be left at home in his kennel and the model-cleaning bucket and sponge can go back in the cupboard. The surrounding fields have been planted with “tatties” so you will not have to search for errant models in a maize jungle. (They could, of course, land on the strip! – WOO). I’m really looking forward to some good viewing; all we need now is for the Weather Gods to play ball. Right on cue, it is starting to rain and the wind is picking up. Ah well, c’est la vie....

WS

Show and Tell

May 2017

Show and Tell

Article by John Prothero



If you didn't attend the last Club Social meeting you missed a very interesting and informative meeting, thank you to all who contributed to it.

So for this meeting you were invited to bring along anything model aircraft or aviation related.



Dave Swarbrick brought along some taps & dyes and many other tools - he described how to use them effectively.

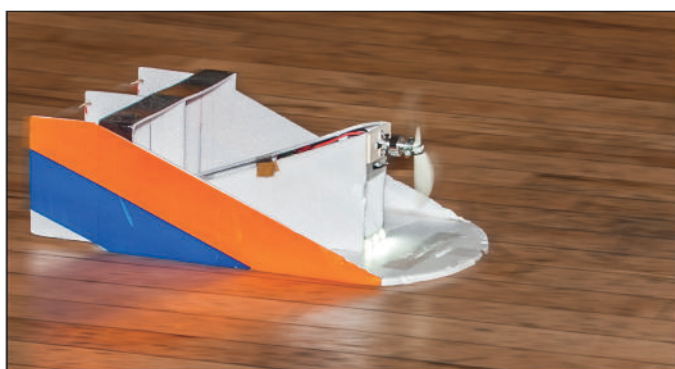


Steve also brought along his Mills 1.3cc and his Grandson, Archie with a Biggles helmet!

Steve Warburton brought along some vintage engines and some "Bang Bang" 27 MHZ radio equipment complete with some Elmic rubber driven escapements.

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Jason provided some entertainment with a sort of ground effect hover craft that charged around and occasionally appeared to be under control. Jason also showed us an example of his computerised cutting, he has produced what is really a pre-cut cut kit!



Peter Cathrow brought along some round the pole models that were built by his late brother – you had to see them to appreciate the skill involved in producing models of such a small scale to such a very high standard. It's worth mentioning that they all fly even the helicopter! Thanks for bringing them along Peter.



This is the little jump jet - one of the models which my brother built in balsa.

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We were also given a very detail explanation of the development and history of the German world war two rocket powered fighter the ME 163 Komet by Carl, he had brought along his model of the Komet, a very informative talk.

We also had a Ferranti artificial Horizon and a fuel flow indicator. I also brought along some books, one of which was given to me by a German world war two fighter ace.



John Smith brought along a very interesting book giving a wealth of information for scale builders. The level of detail illustrated was incredible.



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The "Blue Pants" was an APS plan it was designed by Henri Stouffs and appeared in the January 1955 edition of *Aeromodeller*. The model quickly became a popular control line model and although by the time I built mine in 1963 it was no longer considered competitive, it could still hold its own in club stunt competitions. This one is powered by the ED Racer 2.46cc.

The tissue has rotted off, but I intend to recover it and fly it again. I can already smell the diesel!

We will do something similar at a later date, this made for a really good evening.

John P.



TX Setup - 10

May 2017

Article by Brian Holdsworth

Model Management

These options allow model memories to be created, copied, deleted etc. They may be grouped under a menu entry or under multiple entries.

New Model

When included, this option is used to create a new model memory, which is added to the list. Alternatively, a suitable entry is selected from the pre-defined list.

Delete

As the name suggests, this option would delete the selected model memory from the list, with confirmation requested. Generally, the current model cannot be deleted for obvious reasons! Some sets use this option to Erase the model as below.

Reset, Erase

Where new models are not specifically created as above, one or both of these options will be available, with confirmation required - often, the current model cannot be cleared. Erase clears the memory. Reset clears, leaving the Model Type and Name unchanged. Some sets do not seem to handle changes to Model Type, Wing Type or Tail Type properly, especially with mixers defined, so it may be advisable to clear a memory before reuse.

Model Type

Aircraft and Helicopter will be available and some sets have a Glider or Sailplane type, which adds some flap options, but usage for electric gliders can be awkward due to its limited throttle control. Multicopter type may also be available. Generally, this defaults to Aircraft and may need to be defined for a new model before continuing.

Name

This usually defaults to a name of the form "Model nn" where "nn" is the memory number. It is helpful to change it to suit the model and reduce future confusion. This may apply particularly for a memory used for experimentation, since unusual interactions may be defined which would not be helpful in flight! The name needs to be clear and memorable, avoiding names differing only by similar-looking characters such as letter "l" and numeral "1", letter "O" and numeral "0" etc.

Copy

As the name suggests, this option copies a model memory into another memory, overwriting any previous programming with no recovery possible. Some older sets are not very clear as to the source and destination, but most request confirmation with reasonably clear displays. After copying, one should be renamed otherwise future confusion is likely.

This can reduce setup effort where a new model uses the same options, mixers etc as an existing entry; it can also simplify switch usage standardisation between models.



TX Setup - 10 Continued/...

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Sort

It can be tedious scrolling through a long list of models to find the one required - about ten seems to be the practical limit. Where available, this option allows models to be moved within the list so that active ones are grouped together. A similar result may be achieved by copying models as above, with care taken to avoid overwriting wanted entries.

Transfer

Some sets allow a model memory to be copied to/from a SD card or to/from a similar transmitter via a wireless link. The manuals seem reasonably clear in their descriptions of the available options (!). Reports suggest that SD card format can be critical for some sets, such as Spektrum.

System Setup

Generally, these options affect all model memories and are rarely needed. They may be accessed by powering up with defined buttons pressed or be grouped under a menu entry such as "System", "Params" etc. or as separate entries. Some may have model-specific settings, which are accessed under other menus.

Stick Mode

There is generally an option under the name "Mode" or similar. Mode 1 and 2 will be available and some also have modes 3 and 4, which are left-handed mode 1 and 2. Many manuals cover the required actions in an appendix. Where the throttle stick is changed, the ratchet and spring effects will need to be swapped between the throttle and elevator sticks. Some sets have tension screws for each, accessible under a cover or by removing the back; slackening the screw will reduce the effect until it is disabled. Others will require the ratchet and spring to be physically swapped, which is reasonably easy for most sets, though the warranty implications are obscure. Returning the transmitter to a Service Centre for this is likely to be expensive.

After mode change, it would be wise to clear and re-enter all model memories since it seems likely that this change will not be handled correctly by the software.

Calibrate/Stick Adjust

Some sets, particularly Spektrum/JR, require stick throw calibration to be undertaken after the throttle stick is swapped in a Mode change. The sticks are moved, in sequence, to their limits, as described in the manual. It should not be needed otherwise, since any change suggests a fault.

User Name

Some sets allow a user name to be entered, which may be shown on the main display, sometimes enabled by a menu option. The default is usually the brand name.

Language

Some sets can select the language used to display menu captions etc. Note that changes may



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result in difficulties in identifying this menu option to restore!

Contrast, Backlight

Some displays can be hard to read and changing the contrast value may help. Backlight may be available with brightness and duration settable - power consumption is significantly increased (doubled or more), so it is usually activated only for a short time after buttons are pressed.

Battery Alarm

A Low Battery warning will be generated if the transmitter battery voltage drops below a threshold value, suggesting an immediate landing and switch off. This should not be seen since the voltage should be monitored so that usage is stopped before this value is reached - however...!

Many sets have no support for Lithium battery (Lixx) usage and may overheat if these are used. Lixx must be charged with balancing which requires removal or a built-in charger, which is only likely to be included if delivered with Lixx fitted.

Some sets are delivered using alkaline cells in a spring-loaded battery box; NiMh cells can usually be fitted, preferably by replacing the box with a suitable pack as used for the receiver. Individual NiMh cells may be fitted into the box, though they are vulnerable to intermittent connections since rechargeable cells are longer and may strain the spring connectors. There may not be suitable charging access via an external connector, so that the battery would have to be removed for charging, which is awkward and vulnerable to damaging its cover and connectors - excessive usage before recharge may be encouraged by such difficulties. Futaba (6K), have a five-cell NiMh pack to replace the battery box, charged via the external connector - why not four-cell is obscure! Spektrum (DX6) offer a Li Ion battery with built-in balancing charged via their charger through a flap in the battery cover. Hitec (Flash 7) allows NiMh, LiFe or LiPo requiring removal for charging.

If the battery type is changed, the threshold value will need to be changed from the default - generally 4.0 volts for alkaline. There may be a list of battery types, suitable values or any value within a range. The manual may list suitable values; ~4.4 volts for four-cell NiMh seems suitable, with two-cell LiFe ~6.2v and LiPo ~7.0v. The value needs to be high enough to allow a reasonable time (several minutes) for an unhurried landing before the battery goes flat, damaging it and stopping RF transmission with obvious consequences.

Warnings

There are often several warnings which would display an identifying screen on power-up, if the throttle or switches are in inappropriate positions - some can be cryptic!

They are usually enabled via a menu option and may be specific to a model memory. Most sets generate a warning if switched on with Idle-up (helicopters) or Throttle Hold active since throttle control would be inhibited with obvious safety issues. There may also be warnings for



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throttle stick not closed, Airbrake or Flight Mode active etc.

Some sets, such as Hitec, ask on power-up whether RF is required - this may be overridden via the menu.

Telemetry warnings may also be available, often model-specific, and will be defined in the appropriate sensor screen.

Beep Volume

When a button is pressed, a beep is generated as an audible indication. Often, the volume can be changed via a menu option. In some cases, warnings are also affected which may not be appropriate.

Vibrator

Some sets can generate vibrations to give tactile feedback for warnings etc. Electronic equipment can be vulnerable to vibration so this option should be used with caution - intermittent faults have been reported for sets with this option used!

Speech

Where speech output is supported, this option specifies the volume and may associate phrases with events - the data files may need to be downloaded from the brand website. Such messages can be annoying and potentially confusing to those nearby - earpiece usage is suggested!

Throttle Reverse

This obscure option may be available to reverse the usual convention so that full throttle is down stick, reversing the operation of the trim, which is normally only active below half throttle.

Update

Many sets allow the software to be updated by downloading from the brand website to add functionality or to correct errors. If the battery state is considered too low, update may be disabled since considerable currents will be drawn and a flat battery would leave the data incomplete, rendering the transmitter inoperative and requiring return to the Service Centre. A full charge or fitting fresh dry cells before starting any update should avoid such problems. Spektrum is delivered with their manuals calling for update before first use and a nagging prompt after power-up until performed suggesting known errors; speech files may also require to be downloaded. The update is downloaded to a PC etc and transferred via SD card, USB cable or dedicated (expensive) interface to the transmitter. It may take some time to complete and generally cannot be interrupted. The manual and/or website should describe, or it may be documented with the dedicated interface.

Shows and Events

May 2017



Large Model Aircraft Rally
15th - 16th July 2017
RAF Museum Cosford, Shifnal, Shropshire, TF11 8UP
T: 01902 376280 www.ramuseum.org.uk www.largemodelassociation.com

Cosford museum
Sponsored by **RCME**
Great the difference

Trade & food stalls
Access to the RAF Museum:
A great day out for all the family!

Come and see
model flying at its best

Vulcan Bomber XH558 as
seen on the BBC One Show

Admission Prices (Gates open at 8:30 am)
Advance On the Gate
Adults £8.00 £10.00
Children under 10 free (when accompanied by an adult)
Scan QR code to buy tickets and for latest show information
All major credit/debit cards accepted

On-site camping (until weekend)
£45.00 on the gate, £40.00 in advance until 1st July
Public camping: please contact 07827 675965
email: public-camping@largemodelassociation.com
For all other enquiries contact: 07827 784528 or
email: chairman@largemodelassociation.com

All advertised attractions are subject to change. For full terms and conditions see: <http://www.largemodelassociation.com/rafcosford/rally-and-conditions>

Elvington Model Air Show 2017
Saturday 12th & Sunday 13th August
Elvington Airfield, Hatfield Way, Elvington, North Yorkshire, YO41 4AU
One of the largest model shows of the year
Come and see some of the best pilots from throughout the UK and Europe. Show runs from 10am till 5pm each day (Gates open 8:30am last entry 4pm)

Camping will be allowed on the airfield from Friday until Monday
On-site camping (for the weekend)
£45.00 on the gate, £40.00 in advance until 1st July
Public camping: please contact 07827 675665
email: public-camping@largemodelassociation.com

Admission Prices
Adults £10.99
Children under 10 free (when accompanied by an adult)

For all other enquiries contact: 07827 704528 or email: chairman@largemodelassociation.com

Scan QR code to buy tickets and for latest show information
All major credit/debit cards accepted

All advertised attractions are subject to change. For full terms and conditions see: <http://www.largemodelassociation.com/rafcosford/rally-and-conditions>

List of our instructors.

May 2017

Jason Reid, John Higgins, Chris Vernon, Mark Conlin, Brian Holdsworth, Jim Sheldon, Paul Cusworth, Andy Harrison, Justin Goldstone & John Prothero.

Wednesday Evenings

To all trainee pilots and any of you guys who wish to improve your flying skills, come along to the field throughout the summer months. Instructors are always on hand to help and guide you. I went last Wednesday and flew my old Fun Cub which I had set up again very carefully and that model flew like never before - great weather and very enjoyable evening.

In Conclusion

I have to say, that was a month to remember. I so enjoyed the Fly In and thanks to Allan Bates assisted by John Prothero for setting that one up. We enjoyed the burgers, the music and Allan even sang to us. It was of course a joint effort and many of you were involved throughout the day. Well done to everybody who took part and for giving us some splendid flying.

Thanks to all of you who have contributed to this newsletter. This last shot shows Justin's Sbach - it flew beautifully and Justin is well happy with it. I wish you all safe flying.

