



2011 Newsletter Issue 2 (August)

The front page will always feature a photo of a club model or models so make sure you help by sending your photo's (and articles) to anthclif@tiscali.co.uk if you want to be in line for a front page feature.



Roger Salmon's 87" Auster J1. Originally built from the DB Sport And Scale kit in 1989 with a Laser 75 engine. It moved with him to America, was bought back unflown, then after years of storage was stripped, checked and recovered. It flew for the first time this year.

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Club Web Site:- www.wrcfs.co.uk

BMFA Web Site:- www.bmfa.org

The comments contained within this newsletter do not necessarily reflect the opinion or judgement of the committee or club members unless specifically stated. Neither the editor, nor the club shall take responsibility for the content of articles submitted or published in this newsletter.

Editorial

Summer is now halfway through and as seems the norm with our hobby, we question the weather and compare to summers of the past. Interestingly I recently caught a snippet of a TV program on the weather that said on average it rains on 43 days out of 90 during summer. This seems to indicate that our summer memories may be more wishful thinking than fact, but I am not convinced.

It is amazing how a simple error by one person can have a far more lasting effect on another and then suddenly be solved by a chance thought or remark. Several of you know that I have been having difficulty getting a CRRC 26cc petrol engine to run well, despite all others at the club working fine. I tried tuning it and all it did was throw the prop even quicker than in the factory set position. I moved on to the timing and followed the factory instructions to do this by finding top dead centre and judging the distance between magnet and sensor at this point. Sure enough it was at least 10° too far advanced (it should be 28°), which would explain throwing the prop. After altering the mounting for the sensor I tried the engine again and sure enough it suddenly had a tickover – RESULT! However, throttling up caused it to cough and splutter quite a bit, and the only effect trying to tune it had was to suddenly make it throw the prop. Away the engine was put again for the nth time in many months of head scratching. A few weeks later I suddenly remembered that I used to have strobes and carb balancing tools from tuning motorbike engines years ago and that they were probably still in the loft. A quick hunt produced a timing strobe and out came the engine again. The engine refused to run with the strobe attached, but would trigger the light when the engine was rotated, so I was in business. Now bearing in mind the engine had already had the timing set as per factory instructions, imagine my surprise and confusion when it turned out to still be about 15° too far advanced. How could that be? At that point I suddenly remembered reading a snippet on converting engines (I'll read anything!) by Brian Winch in RCME a couple of days previously. In it he said to be careful which way round the magnet is placed in the crank shaft as the sensors are polarity sensitive. Could it be that the whole time I was suffering from a Friday night special where my magnet had been glued in upside down? I grabbed a cable tie and wrapped the sensor onto the crankshaft where I thought it now needed to go and fired up the engine. Perfect tickover and it throttled up nicely. So a permanent fix will now be made after hours of head scratching all because a small magnet was absent minded dropped in upside down. Oh well!

So what next for me? I hopefully will have finally maiden my Ryan by the time you read this, and I am about to dig out the electric free flight put together for the NATS last year (or was it the year before?) in the hope of the mass free flight getting acceptable weather this year. That means the annual pilgrimage to Barkston Heath approaches....

Ant

To The Manor Born

There has been an attempt to make meetings more interesting and varied over the last couple of months with plans to continue into the future. Recent meetings have included an excellent slide show by Roger on the National Airforce Museum, and a show and tell of build projects by Bill, Colin and Roger. The plans for the future include:

September – Electikery for beginners (dispelling myths on electrifying models) / Ant Cliffe
October – Fun quiz night / Prof Dave Burton
November – Scratch build competition
December – Annual General Meeting
HOTPOT – Due early 2012 (Speaker TBA)

However, consistently low turnout at meetings over recent months has led to a simple question being asked at the August meeting. "Is it worth continuing with the monthly meetings if so few people are interested, or do we drop down to committee meetings and an AGM?" So if you think the meetings are an integral part of the club but you tend not to go, then perhaps you should show your support.

Out In The Park

The big news for Arrowe Park is we are about to get the strip levelled. The permissions are all in place and we are paying for work to commence at the end of September. This will involve marking out the strip area, ploughing it, levelling it and re-seeding it. The strip will then be out of action for 3 to 6 months as the grass grows back. The finished strip should have a permanent outline so we will even know where to put the flags! Obviously with Arrowe Park out of action (bar helicopters which normally fly to the side of the strip) where to fly becomes an issue. Obviously indoor flying will continue its monthly slot, but Andrew is also making enquiries to see if flying elsewhere would be possible on a temporary basis. Any news on this will be emailed out to all members.

Big news for two people is that they recently gained their "A" Certificates. So well done to Charlie Brown and John Melling.

Down the field there appear to have been more losses than new models so far this year, which is always sad. It also means I haven't got as many new photos as normal for the newsletter. As always please email any photos you think may be of interest to others, as at the moment I am down to any I have taken plus those from Ian's trips out.

My parting shot for this section is a quick reminder for safety and to stay within our agreed rules. Please do not overfly the trees (or attempt to fly through them!), avoid flying into "the gap" or overflying the pitts, and don't take off standing behind the plane on the strip.



Undercover

First Sunday of the month continues to be indoor flying in Pensby Sports Hall. However numbers have been dropping off for some months now, to the point of reaching just two people using the hall. The rental of the sports hall is up for renewal in October and the decision has been made to renew it for the next six months, as at present flying opportunities over winter are uncertain. A decision will be made in the spring about continuing over the summer, so as they say "use it or lose it!"

In actual fact the range of models available for indoor flying is increasing all the time, whether in kit form or ready to fly. I have even seen a really impressive twin motored Mosquito that is ready to fly out of the box!



Fun Fly

Early May and its time for the annual trip to stand in a gazebo in Arrowe Park avoiding the rain and only venturing out to watch Colin fly his control line model. But wait! This year after a damp start the weather was pretty good, a little breezy, but every competition ran! It was a fantastic day with a good number of people taking part. Surprisingly there were only two model casualties that I am aware of; my profile Yak and Ian's Renegade, which parted company with its wings in mid air in a very comic manner but thankfully sustained almost no damage. We have to hope for good weather in future years as this year also saw the dramatic demise of Colin's control line model. The results were as follows:



<p>LIMBO</p> <p>1 – Adam Cliffe 17 2 – Colin Martin 7 3 – Ian Bottell/Mark McKee 4</p> <p>SPIN</p> <p>1-Colin Martin - 30 2-Adam Cliffe - 18 3-Ian Bottell -15 4-Dave Burton -11</p> <p>BALLOON BURSTING</p> <p>1-Adam Cliffe/Mark McKee 1 burst each</p>	<p>CLIMB & GLIDE</p> <p>1-Callum Dean 3mins 52.2secs 2-Andrew Lowthian 3mins 24.0secs 3-Ian Bottell 2mins 31.7secs 4-Paul Faulkner 1min 53.3secs 5-Steve Atkinson 1min 28.7secs 6-Mark McKee 0mins 59.6secs 7-Colin Martin 0mins 55.2secs 8-Charlie Brown 0mins 47.8secs 9-Ant Cliffe 0mins 43.6secs 10- Adam Cliffe 0mins 28.2secs</p>	<p>SPOT LANDING</p> <p>1-Callum Dean 2 Paces 2-Mark McKee 2½ Paces 3-Ian Bottell 3½ Paces 4-Andrew Lowthian 4 Paces 5-Colin Martin 5 Paces 6-Paul Faulkner 8½ Paces 7-Ant Cliffe 17 Paces</p>
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Alf Witherup Unlimited Scale Competition

There is something about our Traplet Unlimited Scale Competition that attracts good weather, and its third year was no exception. The usual gathering at about 8am set up gazebos, fencing and a toilet as the sun shone promising another excellent flying day. As members of other clubs arrived to compete it became apparent that Colin was going to be our only entrant, so it was time for cajoling and arm twisting. Eventually Ian and Mark agreed; Ian with his Ryan and Mark with a Gloucester Gladiator that he had only flown a few times and had some tricky flying characteristics.

With the sun shining and very little wind, competitors did battle over 3 rounds, with most surviving all 3 rounds. The visitors put on a great show with impressive models, the only real casualty being the big Zlin which lost its undercarriage after a forced landing. As for the home team: Colin flew 3 solid rounds, Mark tamed the Gladiator and by the third round almost looked to be enjoying it, and despite a failed attempt on the worlds biggest loop Ian flew in a very impressive manner. Eventually the winner was announced and for the first time the trophy stayed within the club. The overall winner was a worthy but surprised Ian Bottell and he was awarded the trophy by Joyce Witherup. Second place went to Mike Sollitt.

Thanks to everybody who contributed to the running of an excellent day, and a special thanks to Rosemary, Kate and Natalie for the excellent catering.

PILOT	MODEL
Mike Sollitt	Zlin (Mike Golby)
Mike Sollitt	T28 (Black Horse)
John Lee	Tiger Moth (Premier Kit)
Andy Bowman	Clipped Wing Piper Cub (World Models)
Colin Martin	Spitfire (Kyosho)
Gary Protheroe	Fieseler Storch (Svenson)
Kieth Fear	Bucker Jungmeister (Model World)
Mark McKee	Gloucester Gladiator (Brian Brassey)
Ian Bottell	Ryan STA (Black Horse)



Out And About

Weston Park International Model Air Show – 18/19 June

Mid May always brings a highlight to the year in the form of Weston Park. This year for the first time I made it a family event and went camping. By all accounts the website claim of always being more than enough room was pushed this year and we were in one of only a handful of spare plots near the helicopter competition flight line.



Over the course of the weekend I bumped into a huge number of club members, some camping and some down for the day. The biggest risk of the weekend appeared to be from sunburn, now that makes a pleasant change.

The shows followed a now set routine with trade slots, demonstration slots, and full size aerobatics in the form of Twisters, the Pitts Pair, and a glider and Pawnee double act. The whole thing ran very smoothly with the usual

commentary by DB Sound. Some of the models flown were outstanding, but the star of the show was a 1/3 scale ME262 flown by Ali Machinchi. Speaking of Ali, the trade was well attended, with a few bargains to be had in the many stalls.

One of the big surprises for me came from the fact that I was camped near the helicopter competition. Now it has to be said that aircraft with the propeller facing upwards really hold very little interest for me (excluding Little Nellie), but the freestyle to music had a 9 year old in the semi finals! Even better, in pitch darkness they did the same again, but with lights around the profile of the body and on the main blade. It was like watching something from Tron, and to be honest the way they were flown must have been using psychic powers. Very impressive, and impossible to photograph although I still haven't rushed out to buy a heli.



Wrexham Summer Fly In – 2/3 July

The Summer Fly In was attended by Ian and apparently the weather was every bit a kind as the Spring Fly In. He reported that it was again a very relaxed affair, so relaxed that flying seemed to be a low priority for many attending. At one point he was approached by two members who had been so impressed by his Ryan at the Spring event that they had been out and bought a couple. He thoroughly enjoyed the day and provided the photos.



Cosford LMA Show – 16/17 July

If I am honest, driving to Cosford on the way to meet my brother with the windscreen wipers going was a pretty good indication of how the day (Sunday) was going to pan out. Just after we arrived the big Victor bomber went up, which is



a fantastic sight and incredibly realistic. During the course of the morning we were treated to displays including part of Dawn patrol, the Gee Bee racers, a pair of Corsairs with fantastic sounding radial

engines, Robbie Skipton's 60% Yak and the massive Bronco designed by Tony Nihjous. Admittedly this involved putting a brolly up occasionally, but nothing drastic.



At lunch time we went back to the cars to grab a coffee and a butty where a few things struck me. There were less cars than normal, some trade regulars were missing, the flight line was a little more sparse than I remembered, and I hadn't bumped into a single club member. Still, we were enjoying it, and a few spots of rain prompted a walk over to the museum for a wander round. When in the last hangar Adam pointed out the dull drone in the background and we guessed the rain had got harder. When we walked out it was tipping it down, and despite the fact it had not even reached 3 o'clock, our car was easy to spot as it was one of the only ones left. In fact the place looked abandoned, which I suppose it was. Even the fencing was being stripped. Oh well, it was good while it lasted!



YT Fly In – 30/31 July

Ian's latest trip out was to the YT Fly In at Greenacres. This was a fairly low key affair and despite the title did not require a YT model for you to fly, it was just run by them. Ian himself must have been busy as he apparently took 5 models and had 4 flights with each. Now that is some going, as 20 flights would be some peoples fix for a month. Anyway, he had a great time, has got his eye on even more models and says he would recommend it to other people for next year. The photos were taken by Ian.





Future Events

The first Sunday in every month – Indoor Flying

Pensby Sports Complex (behind the boys school), 11am until 1pm. £5 to fly. Free parking.

The first Thursday in every month – Club meeting

The Old Manor House, Withens Lane, Wallasey. 8pm.

27/28/29 August - BMFA Nationals at Barkston Heath

18th September – Annual Club Flying Competition

The usual scale and aerobatic competitions at Arrowe Park. Flying aims to commence at around 10:30 and help is appreciated setting up from about 8:30.