

The front page will always feature a photo of a club model or models so make sure you help by sending your photo's to roscoe6@supanet.com if you want to be in line for a front page feature.



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

BMFA:- 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.

Welcome to the all new look of the Wirral Radio Control Flying Society newsletter. Like all such publications we aim to promote the hobby/sport and keep you informed of what's going on in our wonderful world of model flying.

Newsletters need assistant writers so any contributions will be thankfully received. Please keep malicious gossip to a minimum and at least remove my name from the text. All received input will be credited to the author unless otherwise requested.

All contributions should be sent to roscoe6@supanet.com or passed to a member of the committee.

Our new committee for 2008 is as follows:

Chairman: Colin Martin
Secretary: Andrew Lowthian
Treasurer: Mike Checkley
Competition Sec: Steve Muscat (assisted by Graham Roscoe)
Safety Officer: Steve Muscat
Exec Officer: Bill Bonner
Exec Officer: Jeff Roscoe
Newsletter Editor: Graham Roscoe

Some works from our Chairman; Colin Martin.

New year, new committee, new challenges and (we hope) lots of new members

Hello to all my flying friends, old and new. I once read that all aeromodellers are friends, it's just that some of us haven't met yet. What a great outlook and I think it sums up the atmosphere within our hobby; it certainly does for our Society.

Whilst I have served on the committee on and off over many years, this is the first time that I have succumbed to the job of Chairman. I must admit that it seems a bit daunting at first view but we seem to have got off to a good start with a great committee to steer the Society in a reasonably straight course over the next twelve months. However, I am very sorry to say that Ivan has decided to resign his position on the committee and so we are temporarily without a Treasurer. Ivan has served the Society extremely well in this capacity and I extend my thanks and those of the committee to him for all that he has done. Andrew and I will cover the job until we can fill the Treasurer's post.

One of the projects that I am keen to develop is making sure that WRCFS has all the right tools to ensure that we run successfully and protect ourselves, as far as possible, from criticism or even legal action. With Andrew's help, we are beginning to set up proper records and I guess that this will be an ongoing job. We may need to introduce changes here and there but these will always be committee recommendations and subject to members' approval.

One change already agreed is in connection with large models (over 7 kgs) and turbines. The records of Large Model Forms were woefully inadequate and we have also introduced some changes. Billy Bennett has put the form on the Society's website. Please would all members with large models and/or turbines complete a new form for each model, print it, sign it and send it to Andrew or any other committee member. Paper copies are available for technophobes!

We have changed the bank instructions to reflect the change of committee and to ensure that all bank statements are sent to two of the committee. In practice, this will be Treasurer and Secretary.

An early plea to those who have not renewed their subs - **PLEASE DON'T FLY AT ARROWE PARK UNTIL YOU HAVE!** You are not members and not insured. Offenders will be killed and eaten.

I am really optimistic about 2008: Graham and Steve are active in seeking out potential new flying fields and we are already welcoming back some of our regulars who drifted into hobbies, sports and even work a bit last year. Good to see Brian Dillon and Greg Jones back at Club Night and renewing. Good also to see Mike Smith at the meeting. Mike missed out on a lot of flying and meetings last year so let's hope that 2008 will be better. I've seen much more of Linds at Arrowe too, it's almost getting like the old days again!

Graham Roscoe is going to be the Society's star in 2008 I think. He is already an awesome flyer and not long out of nappies. Not even old enough to drive and he has achieved his B cert, a fantastic skill level, sponsorship from Freestyle-RC and will be demonstrating at many of the shows around the country in 2008. Good luck Graham!

I'm still flying the QQ Yak 54 with MVVS 26cc petrol engine. It is flying really well and I'm very pleased with it. I don't know whether over-maturity is catching up with me or I fly in unsuitable weather or maybe I'm just crap but I do seem to have got through more props and undercarriages than I care to think about. The big Extra 260 is nearing renovation after major damage to the composite fuselage caused by (you guessed it) the undercarriage attempting to retract on its own up through the fus! The repairs and paintwork are done, it remains for the firewall and engine to be refitted and reconnected and then refit the exhaust system (it's being rewelded at the moment). I'm pleased with the outcome, it has been a lot of work but the model is stronger now than the original and you will be very hard pressed to "spot the joins".

That's it for now, enjoy your flying in 2008 and I look forward to seeing you at the strip.
Col

Club Instructors and Examiners, 2008:



Colin Martin – BMFA approved Club Instructor and Examiner (Fixed Wing)
m.colinmartin@tiscali.co.uk



Lindsay Todd - BMFA approved Club Instructor and Examiner (Fixed Wing + Heli) LinsAir@aol.com



Roy Worsey - WRCFS Club Instructor (Fixed Wing) royworsey@ntlworld.com



Bill Bonner (right) - WRCFS Club Instructor and examiner (Fixed Wing)



Steve Muscat (left) and Mike Smith (Right)- WRCFS Club Instructors (Fixed Wing)
stephen.muscat@ntlworld.com / michael.smith497@ntlworld.com



Graham Roscoe – WRCFS Club Instructor (Fixed Wing)
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Mike Checkley - WRCFS Club Instructor
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Boxing Day Flying and large models

Each year down at the Arrowe park flying site, there seems to be a bit of a tradition, a lot of the club turns out to fly usually even in not very good conditions, and its great to see not only all the faces but such a wonderfully varied amount of models that we have in the club.

This year was no exception, a number of flyers turned out, despite it being a bitterly cold day and I think everyone seemed to enjoy themselves, when they were warm at least!

Some pictures from Boxing Day:



Over the past years, it has become increasingly clear that the amount of large models in the club mainly petrol models have been on the up and continue to grow. Now within the club we have some lovely examples of model large and small, but I have to admit, for me nothing can beat the sound of a nice big petrol engine roaring past, and particularly one with smoke billowing out of the exhausts! One such model that was great to see down on boxing day was Steve Muscat's new petrol model, the Wildhare Giles 202. (Pictured)

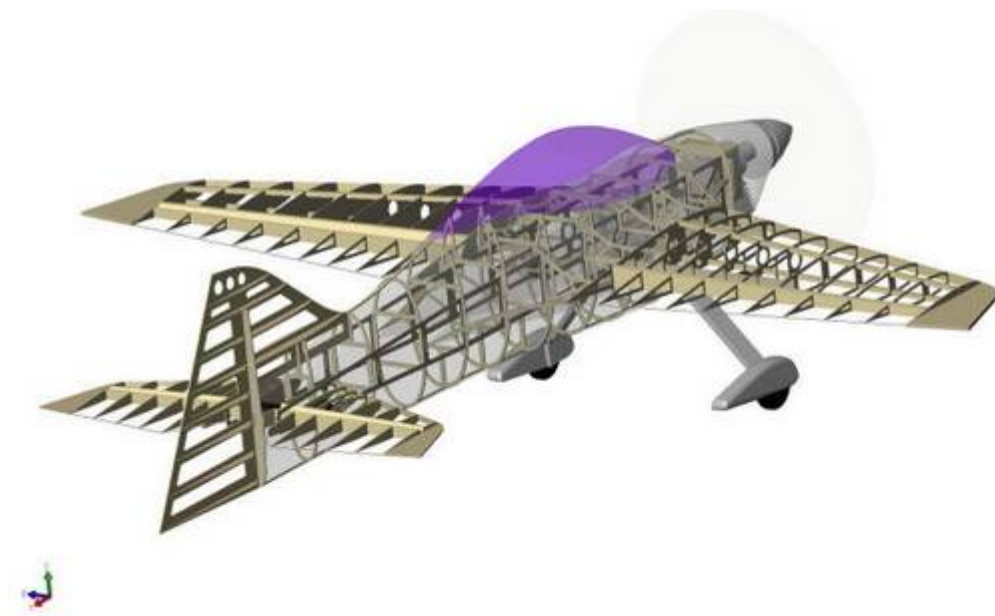


Steve's model spans some 93" and is powered by a ZDZ 100cc flat twin petrol engine and it sounds superb! And the smoke system is equally spectacular when you see it in action and it almost if not equals that of the ones that we often see at the shows. Unfortunately on the maiden flight the model was massively out of balance and as a result caused the model to crash, however after some expert care in the aid of Mike Checkley and his superb CNC cutting machine, it was fixed and ready to fly a week later and I am pleased to report that it has now been flown successfully a number of times and other than altering the prop Steve reports the plane flies very smoothly and very nicely, so look out for this model down the field in the summer!



Similarly with the latest sponsorship deal Graham Roscoe has landed he too is moving increasingly towards the larger models as well as the ever increasing popularity and availability in electric models (more on that later on)

There just seems to be no end to what manufacturers are able to do these days, from the old days when a modeller would be out till all hours for weeks in their workshop with their fretsaw and sandpaper and to now where the model comes in ARTF form. With the ever increasing development in technology such as CAD/CAM packages and CNC and Laser cutting the models are not only being produced to very fine detail that a modeller could only wish to achieve but they are being turned out at a very low price, and this seems to be why there are more and more larger models appearing at our flying sites.



A CAD/CAM designed model, ready to be cut and produced.

However, it still seems that the most popular size of model is the 50cc petrol model, this is not only affordable now but also a nice size to fly. I myself now have three large 50cc models and have certainly noticed how much more stable a larger model is in comparison to the smaller models.

*******To anybody wishing to fly a large model, it is important these points are taken in to account when a large model wants to be flown at Arrowe Park:*******

- 1. Any model over the 7KG (15.5lb) mark, the pilot is to have a B certificate**
- 2. Any model over the above mentioned weight must have a large model form filled out, please find on club website.**
- 3. Any model over the above mentioned weight must have a Fail Safe system fitted in it that must at a minimum bring the throttle to the idle position.**

(The editor's 50cc extra and yak models.)



Electric Power

Even over the 4 years that I have been flying, it has become clear the forward movement of the electric powered aircraft and the technology in the model market today.

Years ago only 20 or so nicads would get you off the ground if you were lucky, all of which ran through a big, heavy brushed motor that sucked the power out of the batteries and got the plane a very short distance, with little duration in flying times.

In recent years the modelling community has seen a massive growth in Li-po or Lithium Polymer batteries which have revolutionised the electric aircraft as we know it.

In the past year there has been a huge increase in the amount of electric models that we have seen down at the field and this is mainly due to the possibilities that have opened up because of the electric brushless motor and the development of Li-po batteries.

There have been many varieties of models; ranging from the small parkfly models to the most recent; the much larger electric aerobatic models.

I am one of the ones who have begun to investigate the world of electric flight, and now with the growing number of electric models and batteries etc that the shops can offer is it any wonder why.

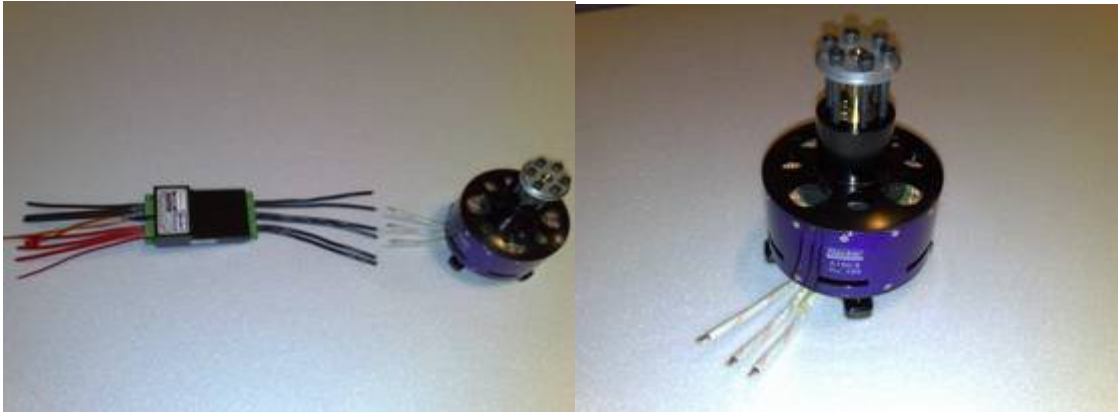


The red, blue and white extra model pictured above has an electric motor in it that is equivalent to an 80 or 90 sized glow engine and it is swinging a 15x8 propeller, all of this is fed through an 80 Amp speed controller and the batteries are 5cell Li-po batteries that have a capacity of 3700mAh, this all equates to around a 10-12 minute flight, which when compared to the earlier electric models shows how much the technology has moved forward in such a short time, and when put in a model such as the one above (58" extra) the performance is outstanding and beats the glow setup in terms of power hands down.

Electric models are becoming ever more popular now due to the constantly falling prices, and although a setup like the editors extra may set you back a good few hundred pounds there are many setups available now that cost very little to get you going.

I know of two new members now who have opted to go electric in their trainers and although one is still in the building stage the other has flown very successfully and this is on a fairly cheap setup costing only around the same as a normal nitro trainer to put together and when compared with that, it is clear that electric is here to stay and has a very bright future ahead of it.

Picture of electric motor equivalent to 100cc petrol engine!



Winter Flying

Delyn Model Flying Club

Recently, like everyone I have been trying to grab the best opportunities to go out and get a flight, but as we all know the weather has certainly not been that favourable to us this year, both summer and winter.

The great thing about some of the days in winter though, are the crisp, cold days, but the brilliant blue and clear skies, you just have to put up with not being able to feel your fingers and feet!

I am no exception, every chance I get I am out and practicing, and due to Arrowe Park field now being rather water logged, I decided to take up some of the offers I have had to go and fly at some other clubs in our area. And recently I have been out to Delyn and Runcorn Club, both of which are great clubs with some good facilities and certainly worth a visit.

The most recent visit being to Delyn club in North Wales (about 30 – 40 minutes away) after being invited up to fly by Nathan Farrell-Jones (Al's Hobbies UK Display Pilot) and naturally I jumped at the opportunity.

Upon arriving, it was apparent that the field was in fact covered in snow, so it was certainly going to prove fun!

Both Ian MacDonald and myself spent a few hours there and then we all decided that enough was enough, the cold had got the better of us! The standard of flying from Nathan is just extraordinary and he clearly has a natural talent for the hobby and real enthusiasm for it.

Delyn welcomes new members and the site itself is scheduled for some work to make the strip better, the atmosphere down there is very much like our club, a laid back and great flying atmosphere who try to welcome any new members.

Look out for some of Nathan's demo slots this year at the shows, and here are some pictures from the day.



The snow covered field at Delyn!



Nathan Farrell-Jones with his Fliton Inspire 60



The editor with his Extreme Flight Vanquish and 58'' Extra both electric



Nathan's mess about speed racer warbird

Runcorn Model Flying Club

The following weekend, I was invited up to fly at Runcorn Model Flying Club, this club is only minutes away from Steve Webb Models and offers some great facilities such as a large 40ft container and cooking facilities and cups of tea and coffee, which really help to warm you up in the winter!

Unlike Delyn, Runcorn was just water logged and it was touch and go as to whether we would fly, but in the end temptation go the better of us and we couldn't not come and not fly!

Runcorn have recently had a lot of work done to their flying strip , it has been widened and lengthened and again it is certainly worth a trip up there.

The club have facilities to allow many sizes of models, although the one thing that does worry me about flying there is how close Manchester ship canal is, it is literally just over the hill, right in front of you!

Some pictures from the day:





A New Look

We are looking to update the club logo from the old one, I have been playing with a few ideas and have come up with this alternative logo / letterhead to use in place of the old one.

If anybody else has any suggestions then get in touch and I can put it to the committee and club meetings if I have enough warning before hand, all comments are welcome, let me know what you think, do you prefer the old one or the new one?



Final Words

I will aim to try and produce as many Newsletters as possible this year, however, I have other things to now consider, such as my A level Exams and my latest sponsorship deal, but I can only do it with your help, so if anyone has any article, large or small they wish to contribute, please get in touch and I can get it in the next newsletter.

Hope you enjoyed Issue 1 for 2008 and here's to a great flying season ahead of us.

Happy flying and safe landing and all the best for 2008
Graham Roscoe