

FLIGHTLINE



Welcome everyone to the DMFC newsletter. After a time away the club committee decided that Flightline needed to be resurrected. In a club of nearly seventy members we don't always see each other or manage to make it to meetings, we regularly hear members say "I wish I had known that was on, I would have come". So no more excuses, we will try to make the club as inclusive as possible with regular information of what's on with dates and a means of members staying in touch with the club and the flying. Most of all this newsletter is yours to write in. Please send me anything you think may be of interest and I'll try to put it in. If you want to let us know what you are doing, or just show your latest creation off then contact me. No problem with posted stuff, but would prefer email as it is then easier to manipulate.

Neil Shirley



Eddy looks for the switch that releases Paul's thumb

Christmas dinner

The clubs christmas dinner is to be held at the Stamford Gate on the 26th January. Last years was excellent and well worth it with good food and great company. Unusual to see club mates in clothing not stained with castor or Coolpower and to be accompanied by females. Quite surreal. Give Mike a call on the number below for more details and to book yourself in.

Club Safety Officer

The club has a new safety officer in the form of Nathan Farrell -Jones. Not the most envious position and one traditionally that causes the most differences of opinion. Nathan immediately worked on the existing club rules and the guidelines in the BMFA handbook and with the help of Mats produced a working map of the field, and formulated a set of rules for the Kettle field. These were then considered long and hard by the committee and accepted as the way forward. Despite Nathan's young age he has a lot of experience flying models and has a lot to offer us. Please listen to him and support him. The new regs and a map will be laminated and posted on the outside of the Bellion for us all to see and work to. I urge you all to read and understand them when at the field.



Front and rear views of Nathan

Contact Editor Neil Shirley 01352 713204 neil.shirley@btopenworld.com
Secretary Mike Parry 01352 710167



The year ahead.

By now you should all have received the coming years calendar. So that you can dust off the models hanging around at the back of the shed and ready them, here is some more information on what is being organized and how you can take part.

December 8th

Indoor flying at Deeside Arena. Great venue for electric shockies and helis. Even if you don't have one of these come along and be amazed. If you don't have a powered model then why not bring along a simple rubber powered model or a chuck glider and spend the evening trimming it out to fly circuits.

7:30 at the Deeside Arena.

February 9th

DODIE trophy.

All sorts of shenanigans with rubber. Freeflight night at Deeside Arena. Put in to practice what you have learned in December and see if you can get one of the clubs freeflight Butterflies to achieve a time in excess of one minute. There will be Shockie and heli flying too.



March 9th

Coupe D'Hiver, or winter build for the rest of us.

Bring your creations along even if they are not finished, and in the best form of democracy have it voted for by your peers. Only five entries last year so a good chance of taking the club silverware home to polish.

Friday April 13th

Unlucky for some, well a lot of us really. Bring a crash night. Not tried this before but in defiance of the BMFA fun police, come along with remains, photos, stories of near misses and direct hits if you must. Nothing deliberate allowed. We've all heard anecdotes of lucky escapes at the field, now lets hear the truth and see the results.



A happy Gareth with new acquisition

May 5th 3D Aerobatics and IMAC

Last year as well as the 3D flying by all sorts of gifted pilots we also attracted the IMAC crew (International Miniature Aerobatic Club) as well. They gave demos of how IMAC worked using the full size 'aresti' flight routines and their chief Dave Lucas gave an interesting talk on the models used and how to start in this field of competition. Only a couple of weeks later Mats and Nathan took part in one of the IMAC rounds at the Rhyl field.



Whoops!

BBQ nights.

June 8th, July 13th & 21st

There are three BBQ nights penciled in to the summer. Weather gods permitting it is hoped to have a series of informal competitions arranged for each night. I have a few ideas and the intention is for all members of the club at whatever level of ability to be able to compete. I'm going to dream up a handicap system based on your possession of club bronze or BMFA 'A' or 'B' certificates, so even if you are on a buddy lead you should be able to take part.

September 14th

Clip Night. Now that digital cameras and camera phones are all around us we are looking for photos and short clips to compile in to a diary of the club year. All clips in to Nathan before the end of August and the results should be available on the big screen on the September club night.

Get the cameras going and send them to Nathan or me at

nathan@alshobbies.com

neil.shirley@btopenworld.com

Bill ponders where this bit goes



Broaden your horizon



By Mats Akesson

Flying guest – Another case for taking the BMFA flying license.

I recently visited friends in Lincolnshire during part of our sons half term break. Myself, Sarah and Thomas went on a Wednesday and planned to be back for the following Sunday afternoon. The weather forecast was really good for flying during the whole of this period so I was a bit peeved to start with over the prospect to miss good flying opportunities.

We always have a really good time over there but I knew that my farmer friend over there was busy with ploughing and drilling so I suspected I would be left to my own during day-time since the ladies tend to disappear shopping when they are together. I am not a good shopper at best of times (if I am not rummaging through the trade stalls at various air shows of course). So to cut a long story short I went on the BMFA website to identify local Lincolnshire aero modelling clubs. I contacted the club nearest to our friend, which was only some 3 miles away at Hibaldstow airfield, an old WW2 bomber field. I emailed the Secretary, John C, and asked if I could bring a plane and go flying with them.

He emailed me back and said I was very welcome but I had to show proof of insurance and a valid BMFA fixed wing license. No flying under any circumstances without these.

I had three full flying days at Hibaldstow MAC in fabulous weather flying from their tarmac strip that they shared (!!!!) with an active skydiving club. We were flying up and down this strip, regularly interrupted by the skydiving plane taking off and landing. The pilot box was on a slightly raised paved platform directly

adjacent to the runway and when the skydivers plane rumbled past we just turned 180 degrees and continued to fly over the field behind us!!! I must say it was very unnerving indeed to have a twin turbo-prop Dornier DO28 G92 with its wing tips passing just some 5 meters behind your person during its takeoff and landing and then to dodge stray skydivers during their descent. The modellers have been at the field the longest and the Skydiving club's pilots did not mind. Apparently it is easy to spot a flying model aeroplane from above.

Made new friends amongst these friendly Lincolnshire aero modellers and I can now come back to their club to fly also in the future. Fab arrangement for future visits over there.

So my advice is: get that BMFA flying license, the A or the B and try some new venues. Just remember to contact the club you want to visit in advance and seek their permission before turning up and make damn sure you read and understood their local flying rules before taking off.

Mats Akesson



Flair LEO,
Saito 150
and a safe
pair of hands



Trevor hangs on
to a nice pair.....
..of ducted fans

Well Worn Model

Had the pleasure of stripping a well used ASP 52FS last weekend on behalf of Neville Pierce-Jenkins. The engine has provided power for his Black Horse Speed Air reliably now for quite a while, but has started to seem slightly down on power recently. Nothing unusual in that except Neville logs all his flights and this model and engine is now past 125 flights. A few quick assumptions regarding flight times and revs comes to an estimate of perhaps 25hrs running and in excess of ten million revolutions on the crank. Remarkable.

Inside it was in very good order, with the only damage appearing to be a couple of marks on the bore probably caused by a foreign body getting in somewhere in its life. The piston, con rod and bearings were all like new, with the only signs of use being some hard carbon deposits on the exhaust valve. All cleaned up and a new piston ring fitted and its ready for a lot more service yet.

Cheap Chinese engines? Only in price.

Even the colour is wearing thin



Oooer mother

I've had a brand new Paul Strawson Maricardo airframe lying around now for a couple of years, so time to finish and fly it. Although I say it myself it looked good, resplendent in its silver Profilm glinting in the sharp October sun at the Kettle. The engine is an RCV 60sp which after a couple of tankfuls of fuel had settled in to a steady clanging throb (normal for one of these due to the meshing gears). So time for the maiden flight. In clear, still conditions away we went, lovely. The RCV didn't miss a beat and hauled it around the blue sky with ease. After ten minutes of pleasure it flew back

down to earth for a greaser with one of the spats making its own way to a halt. Despite advice about spats and grass I still try to fit them, they look good for one flight usually. Carried the model back to the pits a happy bunny. Came to clean the model ready to go home and when I turned it over found the damage shown opposite. The heat from the exhaust had burned through the Profilm and set fire to the balsa fairing on the underside. It was burnt back on the sides to the ply doublers and as far back as the undercarriage mounting plate exposing the foam tank support and the remote glow wiring. Good job it was a short maiden flight. I had thought the short plumes of blue smoke were from the exhaust, but it seems the model was being slowly consumed. Could have turned in to a Comet, how good would that have been to watch.

All repaired now but with a small aluminium plate set to deflect the exhaust from the tender bits.

Watch where you point those exhausts.

Neil Shirley

