

FLIGHTLINE



Hello to you all. You may have heard rumours of a truck stop being built on the Kettle field. This has been going on for a while now and is to do with the highways agency and driving hours as far as we can find out. Well it has now reached the point at which the Mostyn Estates have put in for planning permission for a privately built and run service area.

I have seen a copy of the proposed plan and it looked fairly well developed to me. Entrance up by the roundabout, in to a fairly comprehensive site that will include parking for 130 cars and an array of shop and café buildings covering pretty much where we fly. Then to the right will be a fuel station and vehicle servicing area with parking for 38 trucks extending through to the area where Alfs barns stand.

I don't think we appear on the plan.

The present flying site has been mapped accurately and applied to a map showing the proposed developments and it looks like there would be space to realign the flying strip and fly with our backs to the new development. Meanwhile other members have been beavering away making contact with Mostyn Estates. A fruitful meeting ensued and it turns out they know about us and wish to help accommodate us on Alfs farm. They see us as a useful income to Alf and diversity on his farm.



Ron prepares to fly his cherished SE5A

A good development to come out from this is that the possible loss of the Kettle field has galvanised us in to trying to find another field, something we have talked about but not really put any effort in to. Following sterling efforts from club members another field was found about a mile from the Kettle and whilst initially promising, with a businessman farmer who was willing to enter a formal agreement the field had a number of restrictions regarding neighbours, and noise that may have excluded some club members from flying there. Although this has been dismissed at the moment there may still be an option to move there if needs be.

An EGM was convened and a well attended meeting laid out just how we stood at the time with various options presented and allowed everyone a voice.

For now the Kettle is open for flying and we are waiting for Mostyn to apply for planning.

If you know of any farmer with a suitable field please let us know.

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Splink.



Flightline Spring 2007

Here are the short reports on past club nights and reminders of future events So get that model dusted off and turn up.

Dec 8th Indoor night.

Unfortunately due to a last minute hitch with bookings for the Deeside arena we were bumped and the hire of the hall moved backward to 6 pm. This meant that a lot of club members arrived for the last half hour at 7:30 and did not get as much time as they hoped for.

Those that were contacted by the jungle telegraph had a good evening with a good mix of Shockies and helicopters. Trevor was terrorizing the locals with a Pico stick that had a fair turn of speed but not a lot of rudder authority, and I tried to fly an old free flight Luscombe Silvaire from the Keil Kraft kit with a CO2 motor. Mixed results ending with it in the catch fencing. I'll master it next time.



They all do that sir.

Gareth hovers his Eco8. A swapmeet bargain.



The Christmas dinner took place on Friday the 26th of Jan at the Stamford Gate and a very agreeable evening was had by all

Feb 9th DODIE trophy

Indoor event cancelled due to bad weather

.....WHAT! You read that right, the weather on the 9th Feb slowly deteriorated all day with heavy snow falling locally such that a lot of members had contacted Mike saying they were snowed in. Eventually Mike learned the Deeside leisure centre had been closed. We'll have to wait for another date to get to play with rubber then.

May 5th at the Kettle 3D Aerobatics and IMAC



SWAPMEET 17th March St Winefredes 09:00

Great social event with good food

Bit like Cash in the Attic but with far more interesting items, sell your unwanted bits and models and buy someone elses unwanted bits and models that you never knew you needed . Makes the world go around.

Coupe D'Hiver March 9th

Last few days left to get the finishing touches done and bring your model to be judged by your ever so critical peers.



This is what you're fighting for, your wife / partner will be delighted to polish it regularly and keep it in the pride of place just in front of the photos of the inlaws, whilst asking "remind me just how much that last set of servos cost?"

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

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.



Neville arrives travelling light, The kitchen sink is just behind the transmitter box. Sherpa anybody?

Mike with a new control line. Very impressed at the feisty little ASP15 that towed it around. Far more exciting than an RC model perhaps; when you consider that it is on 52' lines, that is the maximum height you will have to correct any mistakes.



Bill with his trusty SIG Little Wonder, now re-engined with an SC 25. At last it now flies reliably



Paul and Mats on a glorious day in February. Mats Groovy 3D was to later lose its wheels in an outfield landing...no glue found on the mounting plate, and then a few days later it hit a farmers tractor (don't ask) suffering cowl damage. It will fly again but I guess it maybe a swapmeet bargain

Cary and Ian, fairly new club members who have progressed quickly with their Tutor 40s and have both achieved their bronze awards. Judging by the flying the other morning they will both need something aerobatic fairly soon. Six bands will soon be not enough.



Neville prepares to wear out another model, this time a Hanger 9 Pulse fitted with a 60 four stroke. Good looking model that Neville allowed me to fly. I can honestly say it was delightful, agile without being nervous, and no sign of a stall at all. I would say that if you were looking for a first low winger or a good knockabout model then this is would be a good choice.

Lovely





Nathan prepares to fire up a banshee, these magnums really do what they say on the box, and when running on song really do provide a trouser boiling experience.



Can't believe I caught it on a fast rolling pass. 3.3meg point and squirt camera from Aldi



Despite saying Bills SIG Little Wonder now flies reliably it still took six hands and a good bit of attention to get the motor fired up the first time. Out of sight there a number of members with their hands in their pockets nodding sagely and offering even more advice. No-one notices if your motor starts every time but boy do you get attention if you have trouble. It's what we do well.



Gareth with a Tribute 3D fitted with an evolution engine, despite the fancy castings Gareth says the engine is a delight to use. Would you argue with a man in a hat that suggests he is a welder or a surgeon? Precision hands.



Lovely motor glider built by Paul Strawson and powered by an AXI wafts past glinting in the winter sun.



Ian and Ron check the frequency on a transmitter. Well worth doing as crystals have been known to fail with disastrous results for the owner and potentially dangerous for other fliers. The checker is always available at the field, ask to use it.



Soon be warm enough for al-fresco dining out to start again. Nothing finer than sitting in a field, with your mates, hot bacon butties in hand, putting the world to right.

Definitions

These definitions were originally on a motorcycle forum I belong to. I felt with slight modifications that they would relate to us as well. Hands up anyone who does not recognise some of these.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

STANLEY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing models and profilm cutting the contents to ribbons.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in firewalls just in front of the fuel tank that is now built in to your model.

PLIERS: Used to round off bolt heads.

MOLE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

GAS TORCH: Used almost entirely for setting various flammable objects in your garage on fire. Also handy for igniting the fuel left in the tank whilst you try to remove an engine bearing without removing the engine from the model.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying, or snatches the piece you're drilling and drives it some distance into your hand.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench at the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "Ouc...."

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; but used mainly for getting sheep-s**t off your boots.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for checking timing on a petrol engine, only to find the timing is unadjustable anyway. Can be used pointed at a friend while he pulls comic faces quickly but appears stationary.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulphuric acid from a battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of dried on Humbrol paint tins losing what contents are left. Can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Pneumatic impact wrench that grips rusty bolts last tightened 60 years ago by someone in Coventry, and rounds them off.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.



Now here's something different, Bill from the Greenfield model shop decided he would try to make a twin rotor helicopter, and here is the resulting test bed.

It comprises of two sets of mechanics from the popular contra-rotating helis that are currently being flown in village and sports halls, attached to a single receiver and gyro setup. He has housed it in a balsa frame not unlike the flying bedstead prototypes seen in the early days of full size helis.

For his first flight he bravely chose to do it in front of a crowd, although he did admit to getting it to hop around in his garage at home before he turned up, although he said he felt in the small space it was getting caught up in a ground effect vortice.

It created lot of noise as it span up but it lifted off smoothly and it was immediately clear that he had control of it and it did not try to slide away from him.

Bill hovered around at a good height and was able to rotate the model and move around freely. Quite amazing. Bill has now built a lighter carbon frame and scratch built a Chinook type body for it. I'll look forward to seeing that. Very impressed.



Trevor proudly shows us his small chopper. Fnarr,fnarr.

Swapmeet March 17th

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Keep your Spats on!

I think spats enhance the look of a model making it have just that bit more pizzazz, but on a grass field they are a nightmare usually being broken and torn off within a couple of landings. Well I have found a cure on at least one model and I will be doing the same to others.

The problem arises around the single mounting point through the axle which on most commercial spats are weak which allows the spat to be pulled about and broken.

Cut a piece of 3mm ply to fit inside the spat extending in to the extremities of the moulding, you may need to chamfer the edges to achieve a good fit. Then put it inside and drill a couple of holes in the side of the spat and secure the ply with self tappers making sure that if they protrude through inside they will not contact the wheel.

Now the trick is to drill the ply for the axle, not on the original centerline but perhaps 10mm lower. This has the effect of raising the spat on the wheel and helping keep it clear of the grass. Once the model is in the air you won't notice it at all and you will get the double whammy of looks and the genuine practicality of not having the underside of your model coated in sheep shit.

The next ones I do will have an aluminium plate as I find the ply crushes slightly and needs to be retightened every so often.



Oooer mother

The ground magnets at the Kettle must have been set to Groovy the week before Christmas. First Mats Groovy 50 3A piled in with that terrible whump!!...silence. Of his own admission he was flying a little fast and loose but not enough to deserve a write off. He's considering producing a thesis on how props survive intact if entering the ground at 90degs and full power as they screw themselves in. A couple of days later my Groovy

90 had a deadstick fast and low right over the strip. The weather conditions were dead still and the model glided on and on in to the distance. When the wheels eventually contacted the ground the long grass grabbed and held them. My strengthened mountings then came in to their own and instead of breaking the legs simply ripped the entire front off the model. Mine has since been repaired and flown again but Mats Groovy was sadly re-kitted.



What a pair of bookends



Stall Turn

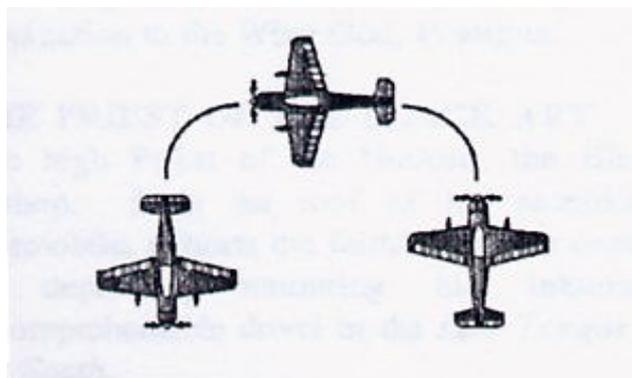
The stall turn is a manoeuvre that many think is easy to perform but in fact needs a lot of concentration and thought to get it right. When performed properly it looks great, performed badly and you will be recovering an out of shape model or possibly a spin. After flying straight and level across the strip in front of you probably at or near full throttle you execute a quarter loop and pull in to a vertical climb. Don't pull up too sharply or you will lose a lot of speed and this will limit your height, also too quick a transition means that you won't have time to correct any small errors that will spoil the vertical climb.

As the model climbs you may need to correct its tracking to keep it truly vertical...my Jodel needs a load of right rudder here to stay vertical...failure to maintain a vertical climb will result in an inability to complete the turn or the model will fall away making a premature turn.

As the model starts to achieve the desired height progressively reduce the power and as the speed decreases, but before the rudder has lost its authority apply full rudder in the direction you want the model to turn.

In a correctly executed stall turn the model will now appear to rotate around the tip of the downward pointing wing and will turn through 180 degrees to now point directly down.

Depending on the stability of the model and how well you judged its speed as you made the turn you may now need to make some adjustments to prevent the model from swinging. The swing may be corrected with a small input of opposite rudder if needed. Keep the model tracking straight down as per the climb and then return to level flight with another smooth pull of up elevator forming a quarter loop returning level at the same height that you entered the manoeuvre



40 years ago

We are richer than we think, Check out the scan below for details of state of the art radio gear from 1967, looks OK with plenty of choice from single to five channel, but then the simpler sets were reed controlled. This was notoriously unreliable. Then move on to the multi channel sets featuring all transistor and superhet circuitry and crystal control. These are more recognisable to us, but check out the price! Think how much you earned in 1967 and equate that to today's prices and the superb computer controlled reliability we all enjoy. We are indeed richer than we think.

150

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