

FLIGHTLINE



Hello to you all, By now you should have all enjoyed the last of the turkey and hopefully are pressing in to service the new models that you all received for Christmas. Ho Ho



Winter is now almost behind us and the hardy ones who turn up at the field are met by the sign above that strikes fear in to your heart. Load-lugging and portage follow. But some of the best days are to be had with clear skies and still conditions to reward the winter flier.

There is no further news regarding the truck stop at the moment so carry on using the field.

Later in the year a real treat is in store as a round of IMAC (International Model Aerobatic Club) is to be held on the Kettle field. We will get the chance to see large scale aerobatic models being flown to a high standard in competition. A whole field of Nathans all at once will give you an idea of what it is about.



Roll on summer and packed flightlines

Great news regarding the re-launch of the club website with a stylish animated opening page and buttons to take you to the various areas such as a gallery of club photos, a links page, upcoming events, videos, weather information, members area, and a whole host of club banter



Hopefully as it develops it will become a resource for the club, but here is where you come in. This will only happen if you send your contributions in.

The website is being run by Habib and can be found at www.delynmfc.co.uk Contact Habib with ideas and anything you may want to put in to the site.

I soon hope to have Flightline and all the recent back issues put on to the site. Plus I have a couple of archive Flightlines loaned by Alex ready to publish.

Contact Editor Neil Shirley 01352 713204 neil.shirley@btopenworld.com
Secretary Mike Parry 01352 710167 michael@parry50.wanadoo.co.uk
Website Habib Makhdum www.delynmfc.co.uk

Splink.



Flightline Spring 2008

Delyn MFC Calendar for the coming year

Pull this page out and stick it on your fridge to remind you of upcoming events.

Club nights. Second Friday of the month at the Gorsedd village hall

March 14th Coupe D'Hiver

Winter build competition, traditionally won by Neil Shirley but I do know he is not entered this year so someone else will win this lovely trophy.

Be there.



Swapmeet 15th March. That's this Saturday. Bit like a club pawnbroker, you can buy a cheap airframe this weekend, fly it all summer, and then sell it at the October swapmeet, and let someone else repair it and look after it all winter before buying it back next spring. That's how it should run anyway.

May 10th 3d Aerobatics and hopefully IMAC at the Kettle field

June 14th BBQ & BYOF nights at the Kettle field

July 11th

August 8th

These are the three bring your own bar-b-que nights at the Kettle field. If Mike is away on holiday they are bright and sunny, if Mike attends then they will be washed out. This is based on experience.

July 25th Funfly at the Kettle field. All welcome to fly or just enjoy the atmosphere of a good day at the field.

Oct 10th Annual general meeting. Have your say, and if you are truly unlucky get voted on to the committee.

Oct 25th Swapmeet II See note above regarding buying and selling airframes

Nov 14th Indoor flying at the Deeside arena. Good chance to fly all those small foamies and contrarotating helis

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

February 8th DODIE Trophy

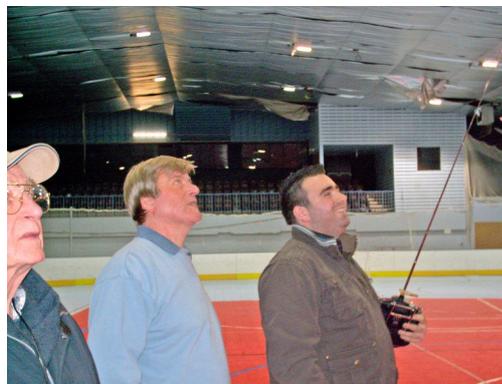
A cracking night was held at Deeside in the second event that we have shared with the Chester Tornadoes. The DODIE Trophy was won by Neil Shirley with an amazing 1 min 35 second flight from a club Butterfly. Apparently it is all to do with the rubber in the motor. Derek transferred the motor out of Neil's Butterfly and immediately improved his times. Rubber has some remarkable properties that I did not know about, very stretchy. The rest of the evening was spent with all sorts of indoor flying taking place, Helicopters, ornithopters, and even some scale.



Derek and his grandson flying an ornithopter around the hall



Neville prepares to launch a Butterfly to a 1min 18 sec flight. Good enough for 2nd place.



Trevor, Bob, and Nathan discuss how they are going to recover Bobs lovely free-flight model from where it is caught in the wiring hanging down from the roof. Nathan eventually dislodged it undamaged with his 'Nipple'that's a type of shock flyer where the motor is in the centre of the airframe and has a variable pitch propeller.

Habib your webmaster prepares his helicopter for another flight. Any contributions can be sent to him via snail-mail or directly to his e-mail address.



Alex in studious mode, you will find him this year with a small digital video camera taking clips of the club members and their models with the aim of putting together a club year video. Remember to smile at him.



Nathan with his Addiction, flown as always to good effect. Take a look at YouTube....Shedpix or the club website and you will be able to see it there, plus some other antics with his 'Nipple'





Bill tries the old 'mines bigger than yours' comment but Mats is not falling for it.



Object lesson in to how to balance your model at the field when you have run out of lead, or maybe the owner (you know who you are) is just keeping the carb adjusting screwdriver handy.



Bobs lovely Falcon biplane powered by an OS Sirius, an engine most of us dream of owning.

On the left he gives scale to that engine. The low and dirty sound at tickover is very authentic, and the smoothness and sound as the revs rise are just wonderful. I'm going for a lie down just thinking of it.

How fast mister?...so fast he left his boots behind. Any idea who's boots they are? No prizes.



Bill prepares his Puppeteer for another sortie. Biplanes have a certain charm about them when the air is calm and the sun is out and all is well with the world they are the best thing to fly.



Terry starting his Zenoah powered Taylorcraft. A very well finished model made by CML. He has now sold this model to Neville, so this summer we should see it in the sky again.

Dispatches from the front

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Seeing as it is wintertime then here are some photos of the indoor flying that goes on at a secret venue. Mainly small helicopters, but all sorts of unusual things turn up.

Table laden with helicopters, mainly contra rotating models that have made heli flying available to a lot of people who would never have considered them. There are also some full function CCPM models here which are limited due to the size of the hall, but can be hovered and trimmed as long as you don't get too excited.



Vive le difference, Bill from the model shop shows off a genuine ornithopter, At the toy end of the market but a good flyer and quite controllable with a little practice. How great are modern electronics and batteries?



Micro helicopters by the bucketfull



There are now some good looking contra helis out there and all at very good prices, with realistic flight times of ten minutes, and good spares backup so you can quickly fix them following any mishaps.



Despite his height advantage Bill still needs to stand on a small boy (out of shot) to recover a wayward dirigible from the hall roof. I said all sorts of models are flown.



A member of the GBH gang (Gorsedd Black Hand gang...Gorsedd Bloody helicopters group...make your own acronyms up) who did not want to be identified says 'this is the best fun I've had at night with my trousers on for a long time'.

Dispatches from the front



A potential hard man of Delyn cuddles his Chinese DA look-a-likey and contemplates eating raw Jalapeno peppers to give him an edge when the flying gets tough. Even has a subscription to a Jalapeno website, there is just no telling with some people. House trained I'm told.



Paul holds up Malcolms damaged Fournier following it being returned to the field from Lloc after control was lost.

Malcolm was still away at this point looking for it unaware that a kindly person had realised where it may have come from and returned it.

Mats caught in a rare moment whilst his mark 1 eyeballs were out for a regrind to improve the precision of his flying. Shows what we suspected all along....that he is a mechanoid....a series 4000 by my reckoning.

Best mate to Kryton.



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Graham Roscoe stands looking very satisfied alongside his Yak. I thought he was flying a polished aerobatic routine with the model, but it turns out it was the maiden flight. None of this weak namby-pamby fly around carefully and get the trims sorted. We'll be seeing a lot more of this young man hopefully on the field. Exciting to watch.



Why have one when you can have two! A brace of Matt Chapman colour scheme CAP 580's seen on the field. The owner was from the Wrexham club and was visiting for the afternoon.

Warbirds over Delyn

Whats going on here...Nathan decided it would be a good idea for us to purchase warbirds and fly them together. The models chosen are Kyosho SQS series, 40 size ARTF. In the range are Spitfire, Mustang, Messerschmitt 109, P40 Warhawk and interestingly a Kawasaki Hien.

All come with Kyosho's quality and all sport fitted retracts and for only £120...bargain. They fly a treat. So far five are being readied for battle, and anyone is welcome to join in

All went well until the Spitfires were picked up from the shop and inside the boxes was a message shown below from one Elmet Von Krappe, At that point alter egos popped up like mushrooms on a damp night, emails were exchanged predicting dire consequences, and it got silly. Elmet's wing was taken hostage by Captain Chaos and Elmet kept sending tirades in broken English via his Emema coding machine.

Anyway so far we have managed to get three in the air together and it was the hardest thing we have tried. It looks like a fun summer, can't wait!



The instigator of it all.....Bonsai Banzai san holds up his Kawasaki Hien

Banzias Hien prepares to land following a wasted flight looking for Spitfires. They were still in the back of the car.



Elmet!!....any comment would be superfluous, the cad and bounder.



Special Notice to Airmen

This airframe has been inspected by a Luftwaffe senior technician who reports that considerable weaknesses can now be found in the structure.

Signed *Elmet von Krappe*

Elmet von krappe.

The incriminating note from Elmet

Unmistakable outline of a Spitfire turning over the Kettle.



The Spitfires of Ace Rimmer and Tommy Akesson waiting to scramble as soon as Elmet Von Krappe appears.



Captain Chaos prepares to weld some lead in to Elmets wing, just for balance you know.





The wing on Mats Inspire had a curious rattle and on closer inspection through the transparent sections of the covering could be seen mouse droppings. Following a winter in the garage it looks like a mouse may have taken residence in there. As Mats shook it, worryingly balsa bits also came out with the droppings!!

Ooooer mother

To lose one model is unfortunate but to lose two, and both the same fate, well. I charge my batteries using a Pro-Peak charger and the useful thing here is you can see how many mA have gone in. Well I ought to know better when my Bushwhacker battery charged in a very short time. Looked OK on the voltage checker before I flew, but about ten minutes in to a flight with the designer looking on it spiraled out of control in to the ground. A post mortem revealed a dead cell and a flat battery.



Nathan pictured with Alison and her husband Rods Raptor 60 helicopter. Rod is learning to fly the heli and Alison is learning to flying fixed wing models.

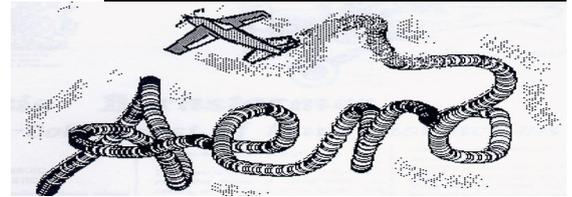
The interesting bit is the Bushwhacker survived the crash, not even a broken prop, and Alex nearly danced a jig at how tough it was. The following day the same thing happened to my beloved Jodel, this time the ensuing crash was terminal, and sadly the post mortem again revealed a dead cell. Both times the Pro-Peak charger had given me a clue by peaking early, but the field voltage checker had looked OK, yet the truth was a dead flight battery.

The answer is to cycle the batteries and look carefully at how much is going in and coming out. Any doubt fit a new battery.

The upside is I got half a tank of fuel back and the Jodel released a load of servo's and a good 80 fourstroke for the next project before being sent off in Viking fashion and providing some nicely toasted marshmallows.



Knife Edge



Knife Edge Here's something for everyone to have a go at. Knife Edge flying is quite simply flying your model on it's side such that the fuselage acts like a wing - technically it should be sustainable but that tends to need a specialist type of aircraft. The term 'top rudder' is used to describe the rudder direction - in short it means putting the rudder towards the 'top' wing as seen when the aircraft is on its side. Imagine flying from right to left, looking at the canopy of the aircraft - top rudder here would be to the right. When flying knife edge you should have some control of climb/descent by adding or reducing the amount of rudder exerted. If you want something more challenging you can always try to fly a circle or even figure 8 whilst maintaining knife edge.



Things to watch out for: Some aircraft will pitch when rudder is applied, this might be to the belly or to the canopy and can be corrected with elevator movement. Most models with di-hedral in the wing will tend to roll back to level flight; if this happens it can be corrected by adding more or less (sometimes opposite) aileron. Have a go, it's all about balancing the controls!

Regards "Nathan Farrell-Jones"

If you look closely you can see the rudder is set to the right to balance Nathans model and hold level flight.

Nostalgia and rose tinted spectacles.

Who built any of the models opposite?
 I know I did, Saving pocket money , I could hardly wait until I had enough to purchase one and rush home to cut out the print wood components, before sticking various bits of balsa to the family kitchen table. This usually cemented a particular relationship with ones mother which could be called character building and led to an ability for creative debate regarding when your father would be home, and where you would be at that time.
 Further to the glue, I would be able to send my sister dizzy with the fumes from the dope whilst she tried to do home work. Nowadays social services would be called.
 I can't help feeling that ARTF's as good as they are lack something.

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