

*WWW.WRCFS.CO.UK*

# Wirral Radio Control Flying Society

## 2007 Newsletter Issue 1



*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 [linsair@aol.com](mailto:linsair@aol.com) if you want to be in line for a front page feature.*

**Club Web Site:- [www.wrcfs.co.uk](http://www.wrcfs.co.uk)  
BMFA Web Site:- [www.bmfa.org](http://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 [linsair@aol.com](mailto:linsair@aol.com) or passed to a member of the committee who are as follows:-

Chairman	Mike Smith
Secretary	Bill Bonner
Treasurer	Ivan Mottershaw
Competition Sec	Graham Roscoe
Safety Officer	Steve Muscat
Exec Officer	Colin Martin
Newsletter Editor	Lindsay Todd

The Newsletter will be made available via:-  
Club Web Site, E Mail, Club Meeting, Flying Field

The number of issues will purely be based on levels of contribution!

## Important Club Info

### Club Fees

If you have not already paid, or wish to join, the fees for the 2007 year are as follows-

**Adult £92.00 and Junior (age 16 and under) £14.00**

**These fees are inclusive of your BMFA insurance.  
Please note that if you have not paid, you can not fly – no excuses!!**

**A membership application form is available from the club web site  
and fees should be made payable to the Treasurer**

**WEB Site: [www.wrcfs.co.uk](http://www.wrcfs.co.uk)**

**Billy Bennett has run our web site since the beginning some years ago, he personally funds software upgrades and is responsible for much of the communication it generates. Billy is always welcome to receive feedback and contributions, links and photo's plus of course the for sale section and newsletter download. Please give him support and visit the site on a regular basis it has some great features.**

## Electric Action

Definitely hoping for some advice on this one, it's all new stuff to me. However I am now the proud owner of a few electric models all of which have I guess taught me something. I admit to being generally clueless on what motor is the equivalent of the i/c sizes but it has become clear over the last couple of years that almost anything is now possible as a result of brushless and lipo technology advances. How long will it be before the i/c motor is made redundant?



The editor's GWS Dakota. All foam and a bargain from one of the shows for less than £20 including the motors! Fly's great on 7x 2/3subC cells with flight times up to 10mins and no engine cut worries!

Loads of people have been flying the Yak 3D brushless and Lipo package. The performance is superb but rumour has it that the kit is going out of production soon. Another great model is the profile 3D Christen Eagle by Thunder Tiger. Roy Worsey has had a number of these and I have recently started flying one aswell.



Much more robust than a standard shock flyer, the Thunder Tiger Christen Eagle is a superb piece of kit that goes together in a couple of hours. Kit even includes brushed motor, gearbox and prop for under £30 although most convert to a brushless lipo set up.



Brian Jones is still flying his Ripmax Spitfire complete with neat launch dolly shown left. Brian was one of the first to go the electric route and seems to have a good set up in the Spitfire for performance and duration.



Fancy something a little different, well I recently acquired the Multiplex Easy Glider as a base for my mini video camera. This is a super model, easy to fly as the name suggests and perfect for those lazy days when even aerobatics are just too much hard work. This would make a great introduction into the electric scene as indeed into the world of r/c flying. Look out for the In-Flight video on our web site, but below are a couple of stills from the footage.



## IC Action



Steve Muscat has now flown his Rutan Longesec. An ARTF kit based on the full size American kit build aircraft by the Rutan brothers who have designed many advanced aircraft including the famous round the world Voyager. This is a large model powered by a 160 2 stroke throwing a three bladed pusher prop. The model also features the Pete Tindell on board smoke system for a bit of fun.



New for Billy Bennett is this superb North American Harvard from the Hangar 9 kit. Complete with retracts the model has all the character of the full size and a colour scheme that really stands out.



The Pitts S2B is an ARTF kit by Cermark and is powered by a Zenoh 26cc petrol engine with seven servos. If truth be known, I've been after one of these since it first came out. It fly's like an absolute dream and is the editor's current pride and joy. This is my fourth Pitts Special and my largest to date. It really does need a Pete Tindell smoke system though!

## Activity at the Field

A couple of nice big Extra's from World Models are now being flown by Steve Muscat and Graham Roscoe, Grahams being the slightly larger version complete with Zenoh 62. Colin Martin has a Quiche Somenzi Yak 54 with an MVVS 50 petrol, the engine was suffering a little from reliability but I'm sure Colin will sort that out pretty quickly. Billy Bennet has a nice Zero built from plans around the 64" complete with retracts. The model fly's very nicely but as usual the landings need to be good if not lucky every time with retracts on a grass strip that has a few bumps. A couple of trainers have been regular's, Geoff Roscoe finally getting a chance on the sticks. Ken Todd has been flying a new electric Mini Mag from Multiplex, a little underpowered with its standard motor set up (actually a lot underpowered) and is now waiting a brushless upgrade as well as his Ripmax SE5a. Cliff Upton has been seen with his 'Goldberg', I think, Extra and Tom King is another regular with his usual mix of dog and sports models.

**CLUB FLY-IN  
SUNDAY MAY 6<sup>TH</sup> 2007**

Competition secretary Graham Roscoe has been busy and set the ball rolling for this season with a Club based Fly-in to get things 'off the ground' (sorry, couldn't resist). This will be at Arrowe Park on Sunday May 6<sup>th</sup> and will be casual competitions such as spot landing and time and glide etc. I am also informed of some food being available as well. The plan is to make a 10:00 start and have the comps out of the way by early afternoon pending on numbers. My advice is make an effort, Graham has so please give him your support, you may even enjoy yourself.

Graham has also plans for a number of other competitions throughout the season so either watch the club web site, get down to the field or keep your eyes on the listings in the magazines or BMFA web site.

**Weston Park 2007 16<sup>th</sup> & 17<sup>th</sup> June 2007  
Weston under Lizard, near Telford.**

A number of people from the club always go. Some fly at the event and all can fly in the evening if you can get the peg or brave enough to embarrass yourself in public and the opportunity to fly in the dark! To my knowledge there are at least a dozen people going with at least 2 show pilots braving the public humiliation if they crash.

**Editor's notes.**

Please feel free to comment on the newsletter. I will try to produce as often as possible but please remember it is dependant on levels of contribution. As of mid April 2007 the contribution stands at a big fat zero. For me this is a positive as I have less work to do and fewer issues to produce but for the club it's a poor situation. I don't know anyway near enough to produce regular newsletters on my own so put pen to paper, fingers to keyboard and lets have some input. Contributions for the newsletter can be passed personally or forwarded to any committee member or via e-mail to [linsair@aol.com](mailto:linsair@aol.com)

*That's All Folks !*  
Lindsay