

WRCFS Summer '08 Newsletter

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@talktalk.net 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@talktalk.net or passed to a member of the committee.

Recent Fly-Ins and Events

3DRC Delyn Fly-In

Every year 3DRC (www.3drc.info) hold their annual fly-in at the delyn model flying club, this year being no exception.

I was invited up and invited a few of our club members along as well as it always a good event, with a good turn out and well catered.

From the club we saw Steve Muscat, Colin Martin, Ant and Adam Cliffe as well as myself and dad the usual characters attending, it was nice to see a variety of models ranging from large to small and a range of flying techniques over throughout the day, all helped of course by the glorious weather and the superb talent that is Nathan Farrell-Jones.

It was also great to see that in the August addition of RCM&E magazine, that myself and Steve Muscat featured from our club at this fly in with the models we flew on the day, Alex Whittacker, the photographer remarked how nice it was to see Steve's Canard as it was so different, which really brought a smile to his face!

Here are a selection of pics from the day.





Rhyl Fly-In

Similarly a few weeks later I found myself up at the Rhyl model club fly-in, they have a good site with plenty of access and a large area to fly from, very different from both the delyn club and our own club, each site taking a few minutes to become accustomed to. This event was a bit of a get together, very low key and not as big a turnout as the Delyn event prior to this one, but never the less, with the weather looking ominous, several of us took to the sky and had a good mornings flying, with the atmosphere good and plenty of flying tales and laughs about.

It is always nice to meet new faces, on this trip out I met, Tim who writes for RCM&E who was very taken with my EF 58" Electric Extra, being a bit of an electric buff himself!

It was nice to see the well know faces as well, unfortunately no one else went from our club, so may be one to look out for next year?!



I was very privileged indeed to be offered a go of both a 3 meter Katana and a jet, of which I jumped at the opportunity!
The 3 meter katana belonging to Nathan Farrell-Jones, top UK show flyer, so I felt the need to be careful with it

Not getting too low of course, haha!





Blackburn Fly-In

It's been all go in the past few months, loads of flying has been going on!
This fly-in happened to be the weekend before Weston Park Model airshow, and it proved brilliant practice for me as the layout of the site is very similar to that of Weston.

Blackburn happens to be one of the larger fly-in events of the year, it has a well supported amount of trade and offers the pilots a large strip which caters for all sorts of models.

The highlight for me would have been the formation flying I had a go at with Overlander's Ollie Witt, he had the 88" electric powered Yak 54 and mine was petrol powered (sounding much better in my opinion!!) Neither of us having flown formation before, but it went down without too many hitches, the two contrasting schemes looked great as they hovered together and the knife edge passes look really nice!



RAF Shawbury BMFA NW Scale Fly-In By Lindsay Todd



Wet weather all week, but you keep your fingers crossed and by magic you wake up Sunday to blue sky's and no wind. What's going on? Am I dreaming?

That's what happened, Sunday 13th July was perfect conditions so the Mustang was packed into the car and pointed off towards Shrewsbury and the hour journey down to Shawbury. Due to security this is a pre book event and limited to some fifty cars and there can't have been many places left.

I always normally enjoy these scale events as you do get a good variety of models, rather than the huge number of 3D or Extras you now get at general fly-ins, it makes a pleasant change also to see that model building is still alive and well and we have not all fallen into the copycat artf syndrome that we tend to see at most club fields although there were still many there including of course my own World Models Mustang.

Flying is pretty low key with a transmitter control and general off the peg flying throughout the day. A good selection of mixed types from vintage to turbine jets where on show although I did expect to see more large scale models than where present.

Most people got at least three flights in during the day, unfortunately there were also one or two incidents including two that came very close to the flight line. Actually quite scary really as one was quite a large model.

Models of note for me were an all electric Lancaster Bomber, a Turbine Javlin that was just superb and I have to say Ray Peters (anyone remember Ray?) with his large F4U Corsair.

It's a good event and well worth a go if scale model flying is of interest. Alex Whittacker of RCM&E was present pointing his lens at anything that moved, or didn't so look out for a decent report in the mags some time soon.

Manx Model Meet 2008 By Lindsay Todd



Only 70 miles across the water is a gem of an island known to most for 2 weeks of motorcycling mayhem called the TT. But there is another two weeks, not quite such an adrenalin rush, not quite so fast paced, in fact about as relaxed as you can get really.

The Manx Model Meet takes place usually late June / early July and this year coincided with my annual pilgrimage to this place where life is just a little slower. The Manx Model Flyers organise the event and base themselves at Jurby, a disused airfield, in the NW of the island although they have a couple of other fixed wing sites and able to slope soar from any of the hills.

Camping is available on the airfield, although no caravans are normally allowed on the isle, other do as we did and stay in many of the hotels and guest houses etc.

I arrived and participated on a couple of days during the second week and was made most welcome by all with invites to BBQ's, social nights etc, etc. I had taken with me the World Models UniJet as this was easy to pack into the car and this seemed to grab a lot of attention.

The weather was quite windy however most people flew most days. The UniJet proved capable of vertical landings in the wind and received praise from the locals, probably thinking what an idiot I was for flying such a small model in those conditions. Towards the end of the week the wind dropped and the last day I flew was absolutely perfect conditions.

On the Friday night my wife and I sat with a cup of tea from a local café looking out to sea watching the fins of basking sharks drift across the bay under some of the most spectacular sun sets you can imagine. I always leave wanting to go back and it's been that way for 16 years now and I've just found another reason to go again, the Manx Model Meet.

Many thanks to Brain King, Chairman Manx Model Flyers, for making me most welcome and offer of future hospitality.

Weston Park 2008





I, like many other members attend the Weston Park model airshow and I think it is the best show of the year, this year was a little bit special for me as I was flying there, my first year doing the shows and it was brilliant.

As you can see from the selection of photos above there is always a large variety of models and pilots that attend from all over the country, capped off by the superb full size display, that this year I think topped the lot!

Both myself and Lindsay were flying in the show and the weather stayed nice all weekend, nice and hot and I managed to get very well sunburnt!

It was a shame to see Lindsay's flight cut short before it even took off on the Sunday due to the retract issues he had, but I similarly missed my first slot on Saturday due to me being a novice at the whole show thing, but made sure I didn't forget on the Sunday!

If any of you are on the internet and wish to see the many videos that are about from Weston Park this year then visit; www.youtube.com and type in *Weston Park 2008*.

Linsair Model Pilots

A unique range of pilots in high quality latex suitable for use with acrylic paints
Available as standard or pre painted



Have you seen the price of model pilots, blimey, with patience and a little know how you can virtually set up your own production line; witch is pretty much what I did.

Figurines are pretty easy to get hold of, and if you don't mind taking the knife to them and then with modelling clay add some extra detail, some patience and the results can be just as good as in the shops.

I cast my moulds from a grade of plaster, usually in two or three sections using a crude vibration and vacuum techniques. When dry the master model can be removed and the mould then bonded together.

Latex is then poured into the mould and left to dry until a wall thickness builds up. The excess is then removed and the mould dried. When completely dry the latex mould can be removed and hey presto theirs you pilot.

Give it a trim and a wash in mild detergent and they are ready for painting with acrylic colours.

I have now produced a range of pilots from 1/8 to 1/5 head & shoulder type and are piloting quite a few planes, even in the Isle of Man.

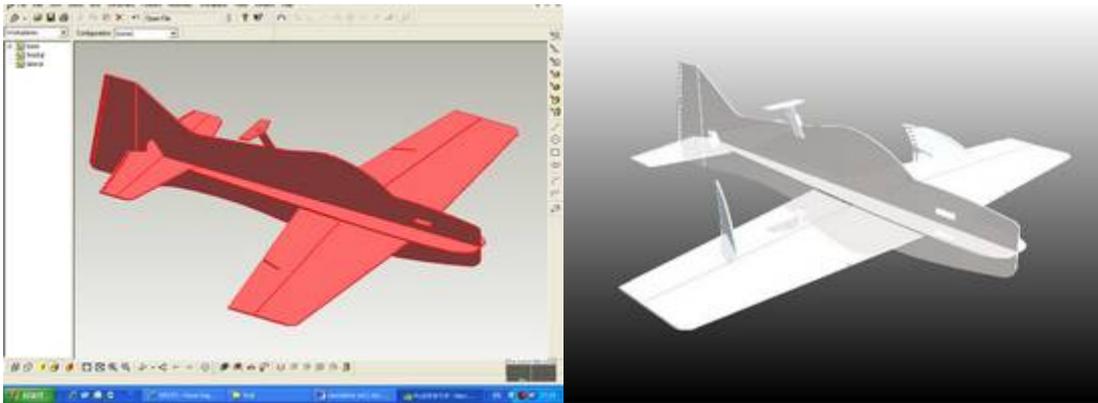
For further details contact Lindsay at Linsair@aol.com

More Pilots Coming Soon!

Under Construction and members new models

Computers and Design Packages

As many of you are most likely aware, Mike Checkley has been using these Computer Aided Design or CAD programs for some time now and I myself have had the odd dabble in them and managed to produce a shock flyer that actually works!



Mike is much more experienced with these packages than myself and has been up to his usual tricks in designing, his most recent model is a Funtana model of approximately 70” wingspan that he plans to make it all electric.

As I mentioned in the last newsletter, the electric market is booming at the moment and there seems no end to what can be achieved with electric power now, Mike, to my knowledge will be building the largest electric plane in the club, which I have the task of building for him once all the parts have been cut out on his superb CNC machine!

Here is a pic of what he hopes I will hand him back at the end of the build!



The model will have a wingspan of 1800mm (70") a total length of 1750mm and Mike is hoping for a weight of around 9lbs all up, with a target wing loading of 18oz per square foot, the model is going to be all electric and will be powered by Tornado Thumper 2.5KW motor swinging a 20" prop, and it will all be fed through a 120A speed controller and a 10 cell 5350mAh lithium polymer battery which he hopes will give him a flying time of around 8 – 10 minutes.

The model will be built using a lite ply and ply construction and his CNC cut wood should slot together and make building a joy!

Steve Webb World Models GS Mustang P51D



As some of you may be aware I have been building this model for the last couple of months. With the weather last year being generally windy and unsuitable on many occasions for my large Stearman I figured a monoplane to be a good option. With a growing trend for 'Warbird' fly-ins I liked the idea of a ww2 fighter and several models were considered prior to a conversation with Steve Webb's and the settlement on their 80" span ARTF giant scale P51D Mustang from World Models.

The Mustang comes in two large boxes, one containing the fuselage, cowling parts, canopy and general accessories. The second containing the wings, complete with pre installed mechanical retracts, tail and fin components and a nice set of self adhesive transfers.

The instructions can be easily followed and gives several options for servo installation and some advice on engine sizes and set up. Because I was due to install a motor right at the top (slightly over) of the range I chose to add some composite reinforcement to the front end of the model and also mount the servos at the tail to aid balance.

A model of this size inevitably takes a little longer than planned and needs the right equipment. It carries nine servos, six in the wing and the remainder in the fuselage, all but throttle are Hitec and either ultra torque or retract specific. For throttle I use Futaba 9001 coreless which have excellent precision. Power comes from two on board batteries, one for retracts and the other for the remaining functions. Failsafe is via PCM set up with throttle set to idle. I am still waiting for an SM Services battery backup unit as additional safety measure.



As previously stated I have gone for a large motor, this being the Zenoah 45cc petrol witch needed to be shoe horned into the cowl, alas the silencer is large and ugly but I have sought of got used to it and I have simply not been able to find a better solution at this time.

All up weight has come in at just over 17lb, which is within the kits specified range so considering the large lump up front this is quite pleasing. I have added an instrument panel and some additional structure to the cockpit with the use of plasticard and one of my own latex pilots, some paint finish and panel lines have added some scale ageing and the model is now ready for its test flights. I will be flying the model under the Steve Webb Models banner at some of the shows this year including Weston Park.

Lindsay

My new 39% Katana

Well, I have finally taken the leap in to the really large scale models! My latest model is a Krill Katana and is 39% of the full size, making it a pretty big plane, as I'm sure many people will say after seeing it!

The model has a wingspan of 3 meters and a fuselage length of 2.75 meters and yes it does only just fit in the car!

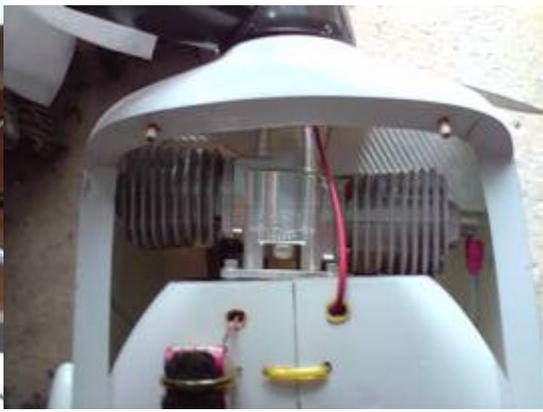
It is powered by a Desert Aircraft engine that produces 150cc, the engine is a flat twin and sounds superb when it really gets going, and boy does it smoke!

There are a total of 15 servos in the plane, 3 on each aileron, yes 3!! 3 on rudder and 2 on each elevator half, so yes 4 on elevators! As well as choke and throttle. All run through a big power box which serves as equalising all of the servos so they do not fight against each other, all in turn fed by 2 Lithium polymer batteries, as well as a 6 volt pack for smoke and a 6 volt pack for ignition!

The model has a one off custom scheme and although composite, I have had it vinyl wrapped over the original base coat of white, and all in all it weighs 38lbs.

I will be using this plane at one or two of the shows this year, I have a slot at Woodvale, so look out for it!





Final Words

Congratulations to young Adam Cliffe for passing his A certificate earlier this year, after some bad weather over the winter he finally got the chance to get back on track and polish up before taking his A with Colin Martin.
Nice one Ad!

